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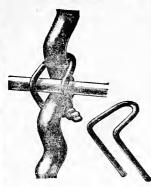
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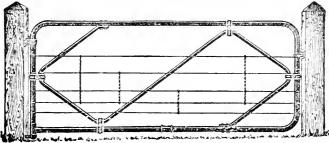


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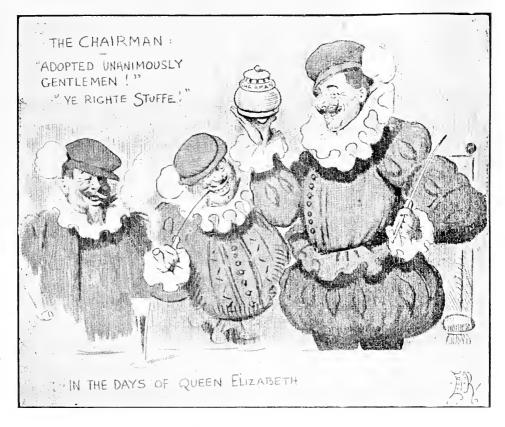
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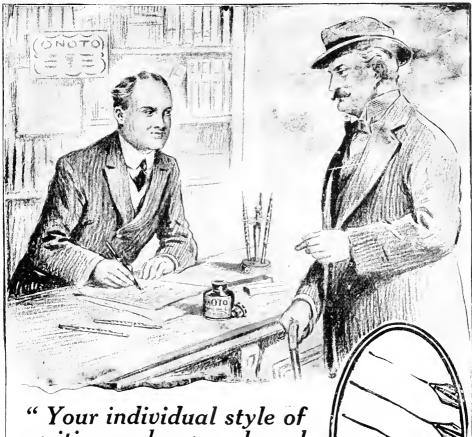
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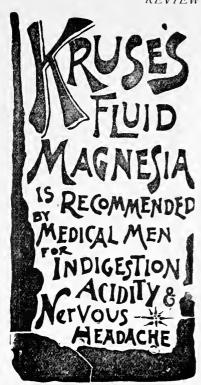
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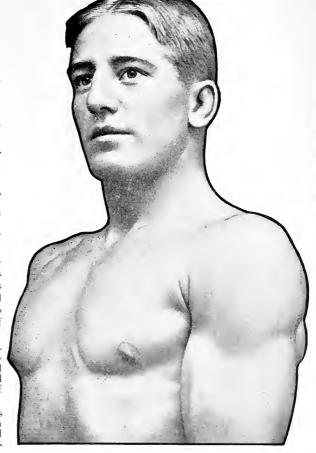
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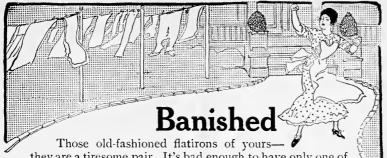


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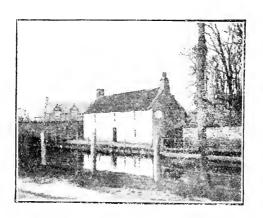
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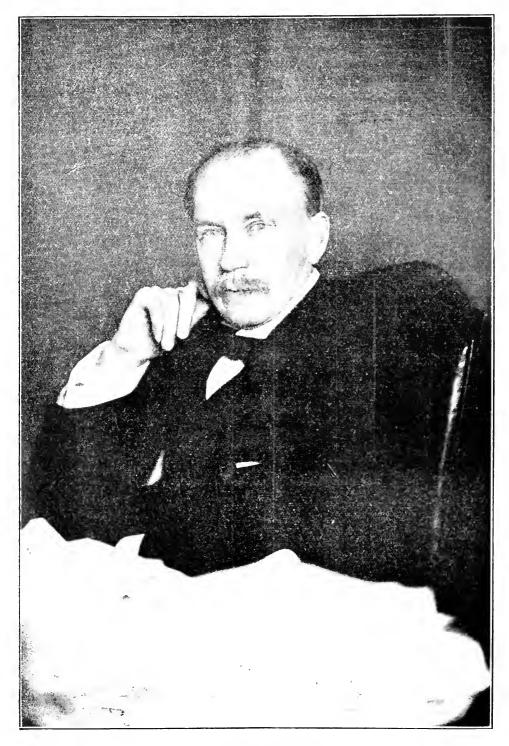
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THE BIRTHPLACE OF LORD STRATHCONA, AT FORRES.



SIR SIDNEY BUXTON, Governor-General of South Africa

MARCH, 1914.

THE PROGRESS OF THE WORLD.

H.M.A.S. "Australia" Cets In.

Drawing only 20 ft. 6 in., our flagship managed successfully to enter Port Phillip Heads. She was unable to come alongside the pier, and anchored a mile away in deep water. Sir George Patey was given a most hearty welcome, and made a deep impression by his sailor-like directness whenever he spoke. He explained most frankly why he had not come to Melbourne before. He had to lighten the ship, and also to convert our naval unit from a collection ships into an efficient machine. We cannot but wonder whether Australia has been treated altogether fairly by the Home land in the matter of the fleet. In 1909, at the Defence Conference, we were persuaded to abandon our intention of providing a local fleet purely for coastal defence, consisting of destroyers and submarines, and to build instead a complete unit. This unit was to be one of three, which together would form really formidable Pacific fleet. Chinese squadron included the East Indies. China and New Zealand in its area. It was to consist, like the other two units, of a Dreadnought cruiser, three protected cruisers of the "Sydney" type, six destroyers and three submarines. The "New Zealand" gift cruiser

was to be on this station. The East Indies squadron was based on India, and included the Red Sea in its area. In addition, South Africa and Canada were expected to build light cruisers, which would co-operate when necessary with these three units. Knowing our unit was to be part of a whole—by itself of little value, with the other ships a quite respectable little Armada—we set to work and built all the ships in the programme. Now we look round and ask where are the other units? What of Canada and South Africa? Are we the only parties to that conference who have stuck to our bargain? The New Zealand gift ship is not at Hong Kong, but in the English Channel; the Chinese squadron, instead of being strengthened, has been reduced The East Indian unit does not exist Canada cannot decide whether she shall build ships or pay a contribution, or do nothing at all. South Africa has decided to leave her defence as hitherto to Great Britain. Naval strategy insists on concentration where danger is feared, hence the fleet is in the North Sea, and the Pacific is deserted. All the same, we are justified in asking whether or not Great Britain intends to carry out her share of the bargain made in 1909, a bargain which made us alter all our plans, and without which we would

hardly have embarked on our present policy.

Federal Finance.

Mr. Cook, who has to find the money, and Mr. Watt, who has not, both insisted at a reception to Admiral Patey that there would be no modification in the defence schemes. If we are to go on without cutting down the heavy extra cost of the land forces, the prospect is gloomy indeed. We showed last month that, assuming an increase of £500,000 only in defence expenditure in 1914-15—the increase was £1,415,355 this year—there would be a deficit to meet of £4.750,000 next year. Customs revenue has been better during the last two months, so that this figure would be reduced, were it not for the fact that in arriving at it we omitted to take count of the fact that there will not only be an empty treasury in June, it will be burdened with over half-a-million sterling of debts. Actually, therefore, the extra money required in 1914-15 will be about £5,000,000. Even if the Treasurer sacrifices the Maternity Bonus altogether, and starves External Affairs, he would only save some £800,000. The land forces are already costing us £2,000,000 more than we bargained for when we adopted the scheme. Surely, in view of the sorry state of Federal finance, we are justified in demanding that the expenditure there should be reduced to estimate. Even if it is there will be a startling difference between revenue and commitments. Where is the money coming from to make good the deficit? More land tax-at best this could only yield another £1,000,000; export duties on wool and grain, or supplementary income tax? Mr. Cook leans apparently to a borrowing policy. But the Federal Treasurer has borrowed for practically all reproductive works this year. To

raise loans to meet ordinary expenditure is unthinkable, and would result in chaos a few years hence.

A Defence Tax.

The deficit works out practically at the present cost of the defence schemes. Command of the sea is so fundamental to our continued existence that no one should grumble at naval expense. is not above estimate either. Land defence is not fundamental, but it is terribly costly. To meet it, why not levy a special defence tax? It could be partly in the nature of a per capita payment, partly in the form of a super-tax on incomes. Everyone would know what they were paying it for. Five shillings a head would bring in £1,200,000, and if the same income tax now exacted by the States were levied by the Commonwealth in addition, a revenue of £2,000,000 would result. The two together would about pay for the land forces, providing these are not allowed to expand any further.

New Covernors.

Sir Arthur and Lady Stanley arrived under auspicious circumstances in Melbourne. Splendid weather and happy arrangements sent everything off without a hitch. His Excellency has the distinction of being the first Governor to be welcomed by Australia's own warships. In face somewhat like his father, Lord Sheffield, Sir Arthur is the youngest-looking Governor to come to Australia. His pleasant voice and happy manner have already made him very popular. Sir Ronald Munro-Ferguson, who comes out in May to take Lord Denman's place as Governor-General, is a stalwart Liberal and a shrewd Scotchman. His wife is a daughter of one of the Empire's greatest proconsuls, Lord Dufferin, who represented Oueen Victoria in Ireland, Canada, and India with such conspicuous distinction.

The Northern Territory.

Mr. Glynn is gallantly tackling the Federal white elephant. He is handicapped by having inherited a scheme which was foredoomed to failure. The attempt to develop the Territory on agricultural lines was hopelesss from the first. The appointment of official after official to look after other officials was ridiculous and costly. The establishment of an experimental station which confirmed what everyone knew, was sheer foolishness. All these things could have been avoided, and Mr. Glynn is doing his best to clear matters up. The attempt at agricultural development must be abandoned, stock must come first. No white man will willingly go to the sub-tropical North and risk his wife's health when the temperate parts of Australia offer such fine openings. If we must have agricultural development, we must modify the White Australia policy. Coloured labour would have to be used. There is much difference of opinion about the railways that should tap the Territory. For strategical reasons the North-South line is in favour, but the natural outlet would be to Oueensland, whose railways are reaching out towards the border. To the civilian mind a railway from Darwin to Adelaide would be more likely to be used by an invader than to hurry our troops northwards. Cheapness, convenience and commonsense all urge the abandonment of the N.S. line in favour of linking up the existing Queensland lines with the Territory.

The New Hebrides.

Questions in Parliament have elicited the fact that Great Britain does not propose to make any bargain with France over these islands. Nothing will be done without consultation with Australia, but clearly it is up to us to indicate what we are prepared to do

ourselves in the matter. We have urged upon the Home Government the unsatisfactory state of affairs in the Islands, have insisted that the Condominium must cease. It is really not a matter which interests Great Britain much. She has an entente cordiale with France in Europe, why not in the New Hebrides? If Australia wants to buy out France let her make an offer. Our huge looming deficit of £5,000,000 may well cause us to hesitate in making any rash suggestion, but we have a chance now of bringing about a real settlement which we are not likely to have offered again. There is still another way to straighten the tangle out without direct purchase, but it is an alternative which may well wait until other negotiations have failed.

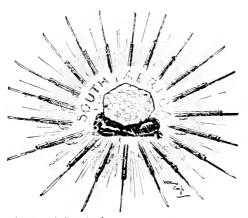
The French in the Pacific,

An article on another page explains the new importance which the cutting of the Panama Canal has given the French islands, the Marquessas and Papeete. The French Government is seriously considering the expediency of making the latter a first-class seaport, at the cost of seven million francs, and is urged to set about it without delay, to be in readiness when the Panama Canal is finally open to navigation. The plan was submitted to the Chamber before the closing of its last session, and it is generally believed that it will be approved. In view of this action it is hardly likely that France will lend a willing ear to the offers which Australia is thinking of making her for the New Hebrides.

Australia and Panama.

Australia has definitely decided to take part in the great Panama Exhibition at Sau Francisco next year. New South Wales is prepared to spend £50,000, although her exchequer is

empty; Victoria will go, if necessary, to £30,000; Tasmania and Queensland contribute on a per capita basis. The Commonwealth gives £20,000. The exact method of exhibiting is not yet decided upon, but having visited many exhibitions, we are convinced that the idea set forth by Governor Adams when he was here is the right one. The majority of people in a big exhibition do not bother to visit side pavilions. They are not interested in this country or that, but regard the exhibition as a whole. If all Australia's exhibits are packed under one roof, comparatively few people will see them. If they are scattered through the magnificent halls devoted to exhibits, Australia will be constantly thrust upon the attention of almost every visitor to the exhibition. The States and Commonwealth representatives have not met yet, but Mr. Alfred Deakin has been appointed Chief Commissioner. He was the only man for the position, and all his friends and admirers will be delighted to know that he is so far restored to health that he can undertake the duties. Mr. Deakin is one of the few Australians who is known outside Australia. Sir George Reid, of course, is a household word in England; since Mr. Watt went home he is recognised as a worthy represen-



Liverpool Courier.]
A COSTLY SETTING.

tative of the Antipodes; and Sir John Forrest is known everywhere; but Mr. Deakin impressed himself on the imagination of Great Britain as no other Australian has ever done. It is fortunate that owing to his retirement from the political battleground he was available to worthily represent Australia amongst the many nations gathered at San Francisco.

Extraordinary Position in Tasmania.

The folly of having an even number of members in Parliament is being demonstrated in Tasmania. Mr. Solomon and his followers number fifteen, the Labour Opposition is composed of fifteen members. If the Government elects a Speaker it is in a minority, but if a Labour member takes the office his party is outnumbered. If neither side elect a Speaker Parliament is at a deadlock. Tasmania elects its members on a proportional basis, so that the House very accurately represents the true feeling of the country. It could hardly be more evenly divided. In the Federal House, where there are an odd number of members, such a deadlock could not happen, although the state of affairs there is not much better than in Tasmania.

The S.A. Deportations.

As was to be expected, the deportation of the Labour leaders from South Africa created a tremendous stir in England. Mr. Lewis Harcourt gave one of the most statesmanlike speeches ever heard in Parliament when he explained the attitude of Great Britain towards the Over Seas Dominions. "The autonomy," he said, "of the Dominions cannot be divorced from Imperial unity and carries no immunity from public criticism, but it is entitled to the largest amount of relief from official interference and Parliamentary censure. It is



GENERAL SMUTS.

Defence Minister in South Africa.

neither my duty nor my intention to comment on the South African Government's acts. It would be an unwise and dangerous precedent and habit. Nagging criticism regarding a Dominion's conduct of its own internal affairs would be the worst cement we could apply to distant democracies. The Empire is held together by a silken cord. Beware lest we twist the cord into a whip lash. The first crack of that lash will be the death knell of the Empire. We have created great, free Parliaments, wide flung throughout the world. They are our constant pride, and only an occasional embarrassment. Treat them with a wide confidence, and we and they shall win through for all that is an essential basis of the freedom of civilisation."

A Conspiracy?

When the exiled men arrived in England they were lionised by the Labour Party, and given every opportunity of stating their case on the platform and in the Press. They certainly did not neglect the chance. They assert positively that the object of General Botha and his colleagues is to create a Boer Republic in South Africa, that the troops mobilised were all Dutch who were thirsting for a chance at the Britishers. Obviously the troubles have accentuated racial differences, but we cannot for a moment believe in the Dutch Republic plot described. Mr. Tom Mann has been despatched to South Africa to organise the workers there; the Immigration Act can no doubt be used to exclude him should the Government so General Smuts has carried through his



MR. H. J. POUTSMA,

General Secretary of the Railwaymen's Organisation in South Africa—deported.

Indemnity Bill, with conspicuous success, and the deported men will not be allowed to set foot in South Africa again. At recent by-elections General Hertzog's followers have defeated those of Botha, but all the Dutch appear to have rallied in support of General Smuts in the House.

Cabinet Changes.

The expected retirement of Viscount Gladstone was announced in February, and Mr. Sidney Buxton was designated as his successor. He accepted a knighthood, but, like Sir Ronald Munro-Ferguson, refused a peerage. Sir Sidney is a member of a family, which has done much for Liberalism, and has taken part in International affairs for many years. He is now 60 years of age, and has a wide political experience, which should stand him in good stead in South Africa, by no means a bed of roses for a Governor just now. Undoubtedly he will be very sympathetic with the native races -if he remains true to the family tradition—and this is not likely to make him very popular with the Boers. He is succeeded at the Board of Trade by John Burns, the most interesting figure in the Cabinet. He is the first Labour member to take office in England. At the Local Government Board his energy and intimate knowledge of housing and local government generally have made him one of the best Presidents the Board has known. He used to delight in seeing everything for himself, and was indefatigable in his work. Despite his Cabinet rank, he was still the friend of the working man, and to walk down a street with him was intensely interesting, so large and varied was his acquaintance. A few days before leaving England I was walking with the old warrior down the embankment when he suddenly accosted a hale-looking old man. "Hullo, Bill," he said. "Hullo, Jack!" was the delighted reply. "Well, you have your pension now," said the Minister. "Yes, seven bob a week." "Where are you living?" "With my daughter and her son." "You don't drink that pension, I hope?" queried Mr. Burns. "Nothing but tea," and the old chap shook his head vigorously, as he shook hands and departed. "Many's the time," said the President of the great department, "that old chap has chivied me off the grass in Battersea Park when I was a boy. I have always kept in touch with him though, and was able to get him a pension from the L.C.C." It was on this walk that, after discussing the defence schemes in Australia, and the attempts being made to induce Britain to adopt conscription, that Burns said, "Military fever is like small-pox-you only get it once." Mr. Burns expected



MR. HERBERT SAMUEL.

The New President of the Local Government Board.

to have succeeded Mr. Bryce as Secretary for Ireland, and would undoubtedly have made a stronger Minister than Mr. Birrell has done.

A Business Minister.

Mr. Samuel, who follows Mr. Burns at the Local Government Board, is one of the rising young men of the Party, He brought business methods into the Post Office, and saved many thousands of pounds during his term as P.M.G. He it was who introduced the books of stamps, automatic stamp machines, and private P.O. money-boxes. He greatly increased the number of motor vehicles used for delivering and collecting, and enormously simplified the methods of dealing with P.O. Savings Banks accounts. His business ability will be invaluable in his new office.

Labour Tactics.

The crop of by-elections which followed the Cabinet changes, and the appointment of Sir Ronald Munro-Ferguson as Governor-General of Australia, have been disastrous for the Liberals. Two of the seats were lost and the Liberals only squeezed in for Poplar, Sir Sidney Buxton's constituency. The Unionists are naturally jubilant over these results, but a careful examination of the figures does not reveal any great cause for Tory rejoicing. What it does show is that unless the Labour Party comes to some arrangement with the Liberals it will be practically wiped out at the next election, and the Unionists will come back to power representing a minority of the electors. At present Labour seems to have decided to run a candidate for every constituency whether now represented by a Liberal or not. Under these circumstances the Liberals cannot be expected to refrain from running candidates for Labour seats. Such tactics would set back the advance of social progress indefinitely.

The By-Elections.

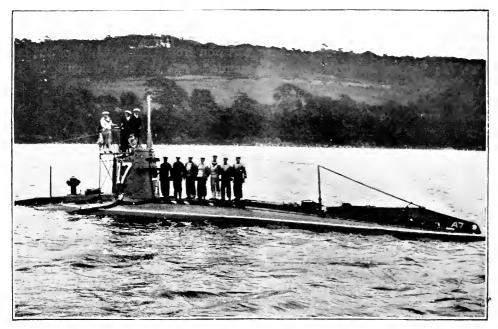
There have been in all 82 by-elections since December, 1910. The constituencies where these occurred were represented respectively by 45 Liberals, 26 Unionists, 7 Nationalists, and 3 Labour men. Eleven of the Unionist seats were such strongholds of Torvism that the Liberals put up no candidate at all. Of the remaining 15 seats the Unionists held 14 and lost 1. No Unionist ventured to oppose the Nationalists, who held all the 7 seats. The Liberals were allowed a walk-over in two constituencies only; of the remainder they held 31, and lost 13 to the Unionists. They captured 2 Labour seats, the third Labour stronghold being taken by the Unionists. The Liberals won Londonderry from the Unionists. Of the 14 seats won by the Unionist Party since the general election of December, 1910. one (Cheltenham) was given them immediately after the poll, on petition, but was only held by 4 votes at a by-election in 1911; one (Baw and Bromley) was won from Labour. In 6 of the remaining seats the new Unionist members represent a minority of the electors, having been elected owing to Labour or Socialist candidates running in opposition to Liberals. Only in three of the remaining 6 seats was there a considerable turnover of votes. N.W. Manchester reverted to its old faith. and a Liberal majority of 445 was turned into a Unionist one of 1202. The Liberal member for S. Manchester was not opposed in 1910, but the new Unionist member has a majority of 579. Newmarket—which only went Liberal after the Tory debacle of 1906—gave the Unionists a majority of 851, when it had previously sent a Liberal to Parliament with a majority of 399.

others were won by majorities of 68, 148, and 271, in divisions where the electorates numbered 11,088, 10,740 and 17,120 respectively, so that the 13 seats the Unionists have won from the Government represent Liberal and Labour disagreement, and a turnover of only 2534 votes in constituencies having 78,480 electors.

The Naval Estimates

Cables received here would lead us to expect violent strife in the Liberal Cabinet at Home over the Navy estimates. No doubt Mr. Lloyd George endeavoured to induce his colleagues to be as moderate as possible in their demands, but there never was any personal friction between the members of the Government. Mr. Churchill insisted on having £48,000,000 for the Navy, and also a supplemental vote of £2,500,000 for various extras. It is understood that the estimates are not likely to be less for another two years. The command of the sea is vital to the

British Empire. So long as we have that we can afford to have only an expeditionary army at home. It is far better to spend five or even ten millions more on the fleet than to go in for a Continental system of conscription which would cost us four or five times as much, and dislocate business and society. For the moment, the maximum size for battleships has been reached, and those now being laid down will be smaller, although mounting the heaviest guns. The financial strain is beginning to make itself felt in Germany. The war tax on wealthy men is much resented it ought not, the victims contend, to be levied in times of peace. Unemployment has seldom been so great in the Fatherland as during the last few months of what has been one of the hardest winters for many years. There are nearly 50 per cent, more Germans than British in the Old World, but the average wealth in England is far higher. In addition to



"THE PRICE OF ADMIRALTY."

The submarine A7 recently sunk off Plymouth, with the loss of all hands, who are shown on deck



London Opinion.]

Sir Shackleton Asquith considering whether it would be advisable to make an expedition to the pole.

her fleet Germany has a huge military expenditure. The strain cannot last much longer.

Home Rule.

The Unionists demand concessions from Mr. Asquith, but they have not indicated what they want, nor do they know themselves. They are "agin the Bill," no matter what modifications are made. A section insist upon a separate Ulster, others point out that this is unthinkable. One says this, the other that, but the leaders make no move which would lead one to expect that they are going to accept anything which gives Ireland a separate Parliament. No doubt some Ulstermen are determined to resist to the last, but their allies in England are simply using them to pull the chestnut of office out of the fire for them. Everything ought to be done which can conciliate the men of Ulster and safeguard their interests, but the fundamental principles of Home Rule must be preserved. Most people will admit that the best settlement would be on federal lines, but that will take time, and the Irish members who have fought for

Home Rule for the last twenty years are not going to drop the bone they have for the shadow they see. England, Scotland, Wales and Ireland as separate states in the United Kingdom is a splendid idea in theory, but would even such an arrangement meet the desires of Ulster? The granting of Home Rule to Ireland does not spoil the chance of a Federation later on.

Tariff Reform Again.

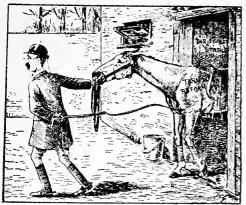
Mr. Bonar Law and other Unionist leaders have twisted and turned so greatly upon the question of Tariff Reform that no one knows whether they favour levying duties on foodstruffs, raw products, machinery or manufactured articles or not. Sometimes they do, and sometimes they don't. the farmer is to be helped, anon he is to be left in his present parlous state. There are 30,000,000 sheep in England and 60,000,000 bushels of wheat are produced annually. At times colonial products are to have a preference ---which means duties on practically all the foodstuffs imported into Britain; on other occasions the food of the people is not to be taxed. Mr. Balfour gravely assures an audience of presum-



Pall Mall Gazette.]

MANGLER AND MANGLED.

MRS REDMOND: "Negotiations, indade! Oill tache ver to go negotiating!"



Westminster Gazette,]
STILL ALIVE.

Mr. Bonar Law: "I must take him out now and then or he'll get too stiff to move."

ably sane city men that a tax on corn would not increase the price of bread, and that the foreign manufacturer would pay the duty on his wares, not the purchaser-a suggestion which anvone living in a protected country would laugh to scorn. We all know that the importer always makes the public pay the duty and a little more. Some time ago Mr. Bonar Law and Mr. Chamberlain solemnly buried Tariff Reform, and the party felt that it was freed from the millstone which had dragged it down in the last three elections. But Mr. Law has not been able to resist digging up the poor corpse again, to the dismay of most of his followers. This time he dresses it in a guise which might have tricked the English people into accepting it—had Mr. Chamberlain done so in the first place.

Joseph's Lost Chance.

Mr. Law now proposes to have a tariff of 10 per cent. on all imports for revenue purposes. Colonial goods would not pay this. Unfortunately for him, the English people have had their eyes too well opened to the fallacy of Tariff Reform to be cajoled into having anything whatever to do with it now. Had Mr. Chamberlain taken

that line at first, there is no doubt Tariff Reform would have been considered seriously. He started the idea, of course, to cover up his ghastly South African fiasco, but Liberals breathed freely when he announced his policy. They expected he would have urged it as a revenue producer solely and as a means of giving preference to the Colonies. The Asquith budget was prepared to fight this line of argument, as it proved that further sources of revenue were not needed. However, Joseph lost his chance, and it will never come again.

The Unquiet Balkans.

The accompanying map shows how the territory taken from the Turks has been parcelled out between the Balkan States. It will be seen that Bulgaria, which bore the brunt of the fighting, got least territory, and lost a good slice to Roumania, which did no fighting at all. Greece got most of all, and the acquisition of the Ægean Islands will greatly strengthen her. The areas obtained are: - Montenegro, 2,000 square miles; Bulgaria, 6,000; Servia, 14,000; and Greece, 21,000. The new State of Albania has 11,000, but only 900,000 inhabitants. This division does not by any means place the people of the different races under their own governments. The sharing out is not likely to be popular, nor is peace expected to be permanent. Already the Epirus is in revolt against Greece, and a systematic plan of slaughter and persecution has been adopted by Servia to secure that only her own nationals remain in the provinces she has taken over. That method is reminiscent of mediæval times, but it is at any rate effective. The great victory achieved by the Socialists at the recent Bulgarian elections is cheering for those who see in the increasing strength of this party, the

greatest safeguard against war. It is, says the Socialist party, because of the 80,000 lives "thrown away for nothing" in the late war that the enormous following subscribing to its anti-war ideas has developed.

A Nightmare Republic.

Republican rule in Portugal appears to be a ghastly failure. Corruption was

undoubtedly great under the monarchy, but the government of the country was at any rate carried on with some sort of dignity and success. The Republican regime seems to encourage a degree of graft and peculation before which even the late King Carlos himself, prince of spendthrifts as he was, would stand aghast. No more convincing proof of



THE RE-ARRANGED BALKANS.
Stippled area shows old boundaries, black lines the new.

the precarious state of affairs in Portugal could be given than by the emigration figures. There has been a wholesale exodus during the last few months —in fact, it is the only country from which emigration has not fallen off. The total population is 5,400,000, yet some 44,000 left last year, and more will leave this. That is to say, two people per thousand left Portugal for every one who left Great Britain. In the former place, there are 146 persons to every square mile; in England, 405. Evidently the new Republic is no place England and Germany to live in. seem to consider that Portugal will soon go out as a world Power, for in the recent agreement arrived at between the two Teutonic nations with regard to their African colonies, Great Britain is to have unfettered freedom of action as far as the East African Coast possessions of "a third country" are concerned, and the Germans are to have a similar free hand in Angola

Panama Canal Tolls.

President Wilson's determination to repeal the clauses of the Canal Bill which differentiate between American and foreign-owned ships, has been hailed with universal satisfaction in Europe. The actual payment by the American shipowners of tolls did not matter so much as the apparent desire of the rulers of the United States to go back upon the Hav-Pauncefote Treaty, which had been approved by the Senate as long ago as 1907. In this treaty Great Britain, in return for tearing up the Clayton-Bulwer treaty of 1850-in which the United States surrendered her right to cut any canal across the Isthmus of Panama—stipulated that all vessels using the canal should have equal treatment. It is this treaty which Mr. Taft's Bill of 1012 set aside. Great Britain strongly protested, and Presi-



Minucapolis Journal.]
THE POT AND THE KETTLE.
Both pretty black.

dent Wilson considered her right. The canal was to have been opened this month, but serious landslides have compelled postponement for some months. A landslide in Calubra Cut would be serious when the canal is in use, and apparently such slides are likely to occur.

Villa Shoots a British Subject.

So long as the Mexicans confined themselves to slaughtering and murdering one another, or to shooting an occasional American, the European Powers were content to allow President Wilson to carry on his policy of noninterference in Mexico. The murder of Mr. Benton, an English resident in the country, compels Great Britain to take vigorous action. Sir Edward Grev has asked the United States to take the matter up, but unless the American Government is able to obtain a full and satisfactory explanation of the affair, John Bull himself will be compelled to take a hand. It is difficult to see what could actually be done, because it is the irresponsible constitutionalists who are the guilty parties. The incident is

likely to bring matters to a head. The Englishman was much respected in the district, and went about unarmed.

Mexico Defaults.

On January 13, after what was reported as the stormiest cabinet meeting Huerta had faced since his assumption of the Presidency, it was announced that Mexico would default in the payment of interest due on both the domestic and foreign debt. This means a suspension of payment for six months, at least, of something more than £2,600,000. During recent weeks a number of banks in the City of Mexico have closed their doors, and General Huerta has been compelled, and then only with extreme difficulty, to pay his soldiers by means of loans forced from his wealthy "subjects." Observers in Washington, acquainted with Mexican conditions, were saving last month that this default of interest on the bonds was proof of the effectiveness of the "financial blockade" which President Wilson's policy had drawn around the Huerta regime. It was feared in December that Mexico would



Minneapolis Journal.]
UNCLE SAM'S IN NO HURRY.



Photo. by] [Record Press.

THE LATE COUNT ITO,

Admiral of the Japanese Fleet.

default in payment of the semi-annual interest on the bonds of the railroads which are state-owned, or rather state controlled, the Government holding slightly more than one-half the financial interest. An understanding, however, was reached with foreign bankers which resulted in sufficient loans being obtained, and the interest on the railroad debt was paid.

Villa's Financing.

Conflicting reports as to loans obtained, or hoped for, by the Provisional President, made the situation difficult to understand. It is known that for the past two months Huerta has had two agents in Europe, Señor de la Barra and Dr. de la Lama, trying to raise money in Paris, but apparently

without success. Meanwhile, the rebel leaders in the north are living on the country and paying their men very largely through requisitions on State banks forced from wealthy prisoners they have taken. Young Luis Terrazas, son of the greatest landed proprietor in the State of Chihuahua, and one of the richest men in Mexico, has been captured by Villa. The Terrazas estates, it is reported, have already been largely parcelled out among Villa's soldiers and the peons of the State. while young Terrazas has been forced to issue notes on local banks, which Villa is now paving his ragged soldierv.

Villa or Carranza.

Just how much of injury to Huerta's cause has been brought about by the successes of the Constitutionalists in the States of the north, it is impossible to say. With the triumphant Villa in full career towards Mexico City, by way of Torreon, Saltillo, and Tampico, and the rest of the world refusing to advance any money, it looks as though the Huerta regime were beginning to totter to its fall. So far as is known, Villa still recognises Carranza as the head of the Constitutionalist movement, According to most of those acquainted with Mexican personalities, Villa is an ignorant, bloodthirsty brigand, with a shuddering record behind him. He is said, however, to be just to those who obey him, and he certainly seems to have military capacity. Being nothing but a brigand, Madero, an idealist, refused his help, but Carranza was not so particular. It is impossible to think of him as President of Mexico. Remembering the course of Mexican history, however, if he should finally succeed in crushing Huerta, would be step aside for Carranza or for any one else? Even if Huerta is



JEAN JAURES.
The Leader of the French Socialists.

ousted another revolution seems certain. The ultimate intervention of the United States would appear inevitable. A division of Mexico into two States might conceivably take place.

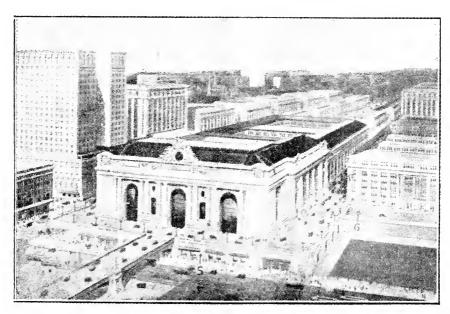
A New Party in France.

A new political party has been formed in France. It is composed of 105 Republican Senators and Deputies, including Senators Barthou, Pichon, Millerand, Dupuy and Klotz, all former Cabinet Ministers, besides members of the Chambers of Deputies, with a large following among the voters, and is led by M. Aristide Briand, former Premier. It will be known as the Briandist party. Its formation is a revolt against what is called "localism" in French politics, and aims at a broader nationalism. M. Briand will lead the new party in its campaign for

the general elections to the Parliament, to be held in May. In a recent speech to his constituents at St. Etienne he set forth the evil of "local political tyranny," and the need for "nationwide patriotism" in these words:— "When the discipline of parties shall become despotic, and the Deputy can no longer freely assume and interpret his own responsibility; when there are private citizens in control, men of good faith, perhaps, but without mandate, and therefore without accountabilitymanagers, how ever good they may be, who, in the security of irresponsibility, dictate orders under threat of excommunication to the representatives of the people; and when the latter submit to these orders and put their votes at the disposition of persons from outside, then there will no longer be a republic, there will no longer be a democracy, there will be only tyranny and a land suffocated beneath an anonymous oppression." The new party is believed to have the sympathy, though not the open co-operation, of President Poincaré.

Canadian Development.

An important event in Canada's railroad development was marked just recently, by the completion of the section connecting the Canadian Northern lines extending from Ouebec with those already built through the Rocky Mountains. When the next division. some 500 miles in length, is finished. through trains can be run from Edmonton by way of Toronto, Ottawa, and Montreal to Ouebec. The completion of this great Canadian Northern line, paralleling the Canadian Pacific, is due chiefly to the courage and persistence of those enterprising railroad promoters and pioneers, Sir William Mackenzie and Sir Donald Canada now has Mann. complete system of trans-continental transportation, a more elaborate one, probably, than her present economic needs call for. But Canada is building for the future. She is providing not only by railroad systems, but by steamship lines to the old world, for the years to come, when her population shall have greatly increased. In this



THE MAGNIFICENT TWO-STOREY TERMINUS OF THE NEW YORK CENTRAL RAILWAY IN THE CENTRE OF NEW YORK CITY.



Photo. by] [L.E.A. THE LATE GENERAL PICQUART.
A prominent figure in the Dreyfus Trial.

connection it should be noted that the project originating with Sir Wilfrid Laurier some years ago to connect Halifax, Nova Scotia, with Galway, Ireland, by a swift steamship line, has been revived. This would enable passengers from London to reach Canada in four days. It would necessitate harbour improvements at Galway, a new railroad line across Ireland, and a train ferry between Dublin and Holyhead, in Wales. Incidentally, the

Canadians believe that such a line would divert Canadian-British traffic from American ports.

Flying.

The art of flying continues to advance, though not accompanied with the sensational publicity of a few years ago, when it was more of a novelty. Mr. Orville Wright has been making trial flights with his new automatic stabiliser, by which he claims flying will be made "fool proof." The tests were entirely satisfactory, the only thing that remains is to perfect and simplify the device. This Mr. Wright expects to do in time to bring it into general use during the spring. His device, he claims, will go a long way toward making flying as safe as a journey behind a locomotive. With the perfection of the air-boat, and the safe completion of such long journeys as those of the Frenchmen Vedrines and Bonnier from Paris to Cairo recently, the talk of a trans-Atlantic trip has been revived. The achievement of this feat is confidently predicted for this or next year. The development of flying on the military and naval side is being vigorously pushed. In seaplanes alone actually in commission or provided for Great Britain leads with as many as ninety machines, followed by Russia with eighty Germany and Italy with seventy, France with forty, Austria with thirty-two, and the United States with four.



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JOHN BURNS. THE NEW HEAD OF THE BOARD OF TRADE.

THE CROWN PRINCE OF GERMANY.

BY A. G. GARDINER.

The latest escapade of the Crown Prince Wilhelm is, next to the Reichstag episode, quite the most significant incident in a career which has provided Germany with abundant gossip and speculation for half a dozen years past. It is significant, first, because the Crown Prince is no longer a boy. He is a man of thirty-three. But it is significant chiefly because it defines more clearly than anything that has gone before his attitude on the relations of the civil and military powers in Germany. It is those relations which will focus the struggles of the future. Is Germany in many respects the most intellectual and most civilised country in the world —to remain under a military despotism. or is it to win the place that belongs to it in the forefront of democratic communities? Is Colonel von Reuter. rattling his sword in the market-place of Zabern, instructing his raw officer boys to arrest judges and other distinguished civilians if they suspect them of laughing, to be the symbol of the sovereign power of Germany, or are we to look for it in the five millions of Socialists who, on election day, march regimented to the polls to assert the right of the people to govern themselves? That is the only issue that matters in Germany. We talk of the "mailed fist" as if it were clenched in our face. It has become the most useful "property" of our Panic Press. the mailed fist of Germany is only a nightmare to us; it is a grim reality to the German people. And when the Crown Prince wired his "Bravos" to the grotesque von Reuter, rattling his sword in the market place of Zabern, he proclaimed to Germany that the heir to the throne threw in his lot with the mailed fist against the people.

"AN ENCHANTING SMILE."

The fact is much more important than "the enchanting smile" about

which we read so much in the popular descriptions of the Crown Prince. He certainly has that. His bright, debonair carriage would arrest attention in any company. The eve dwells with pleasure on this youthful figure, straight and slim, with the fair hair and blue eyes of the Saxon and the vivacious manner of one who is intoxicated with the wine of life. It is not difficult to believe the pleasant stories that are told of his good nature, of the "lifts" he gives to workmen in his motor-car, of his passion for his abundant children, of his enthusiasm for pretty faces, of his love of dancing and music-halls, of his wild night excursions from Danzig to Berlin to see some favourite of the stage, and all the rest of the small legends with which the industrious journalist appeals to the popular taste for gossip about the stars who dwell apart from our humble lives.

FATHER AND SON.

It was this personal popularity which used to be offered as the explanation of the notorious conflict between the Kaiser and his eldest son. When the Crown Prince and his wife were sent off on a tour in the East it was said that the Kaiser wanted to get rid of a dangerous rival in the affections of the people of Berlin. "There is only one ruler," he told the citizens of Frankfurt in one of his bursts of splendid egotism, "and it is I." And he would certainly not tolerate a challenge from his son. But we need not suspect the Kaiser of a petty jealousy in his treatment of the Crown Prince. It is explicable on the less discreditable ground of a family tradition. Kings rarely get on well with their eldest sons. The tiohenzollerns have not only dragooned their children; they have dragooned their children from the time when old Frederick William clapped Frederick the Great in prison onwards. They have been martinets in their own family, and the tyranny of

the martinet always leads to reprisals. It has done so in the present case. Until his son's marriage, the Kaiser held him in with the tightest of reins, and the lad, curbed and regarded then as rather sullen by comparison with his popular brother, Eitel Fritz, seemed to give little promise of trouble. But with his marriage to the daughter of the Duke of Mecklenburgh-Schwerin, he took the bit in his teeth and bolted. The union made him at least as rich as his father, and with riches he asserted his independence of the paternal leading strings.

Hence the six years' war between the In theory there is nothing more beautifully simple than the management of children. Every experienced parent, I suppose, recalls those happy and innocent days when he planned out the future development of his offspring —thus and thus would be stimulate, advise, encourage them; thus and thus would they go; and then in due time his own failure would be cancelled and his ideal would live in the flesh. he is wise he comes later to the philosophy of the sensible man who once said to me, "I have come to the conclusion that it is not possible to worry children into being what you want them to be, but that it is possible to preserve their affection—if you take trouble." It is a humble, disillusioned conclusion; but it is a wise one With all his brilliancy, however, the Kaiser is not a wise parent, and, never having been conspicuous for filial obedience himself, he naturally could not tolerate its absence in his own son. For we dislike nothing so much as the reflection of our own failings in those about us. The Hohenzollerns, in short, believe in discipline for everybody except themselves.

EPISODES.

Between the martinet father and the insubordinate son the feud has been open and flagrant. The more the Kaiser has punished the Crown Prince the more he has been the same—impulsive, defiant, wayward. He was "exiled" with his regiment long ago to Danzig; but exile has not suppressed him. It was from Danzig that he came down to Berlin to

make that amazing scene in the Reichstag which set all Europe talking. His behaviour was an outrage to the Chancellor, but it was still more an outrage to the Kaiser, for the Chancellor is the personal Minister of his Sovereign, and the Crown Prince's open repudiation of the policy of Herr Bethmann-Hollweg in regard to Morocco was equivalent to slapping his father's face before the whole world. It was said that he was confined as a punishment on his return to Danzig; but, if so, the lesson was as futile as those that had gone before, for the "Bravos" to von Reuter bear the same significance as the Reichstag episode. Whatever the original attitude of the Kiaser was to the incidents of Zabern, he had the good sense to make a scapegoat of the Chancellor when he saw that the Reichstag would stand no nonsense. In these circumstances his son's telegrams, though they anticipated his action, can have only one meaning. They were, if not an attack on his father, an attempt to dictate his policy for him.

A REACTIONARY REBEL.

Now, in considering the bearing of all these and similar incidents upon the character of the Crown Prince, it is difficult to say how far they represent the determination of a high-spirited young man to have that "place in the sun" which his father denies him, and how far they express his real sentiments. He may be simply kicking over the traces to remind his father that he can kick. On the other hand, it is to be observed that he is kicking not only his father, but the public, and that is a very unusual proceeding for heirs-apparent. It is customary for them to pose as the friends of the people. In this case the Crown Prince is deliberately anti-popu-He is shaking the mailed fist in the face of his own people.

If this really represents the attitude of the Crown Prince he will find his enchanting smile a small asset in the days to come. Kings before him have relied on the mailed fist; but, if they have been wise, they have not proclaimed the fact. Frederick the Great clothed it under an amiable guise of good-natured tolerance. When he was lampooned in

the public streets, he had the lampoons placed in a more conspicuous position. " My people and I have an excellent understanding," he said. "They say what they like and I do what I like." Kaiser has not the wit of his great ancestor; but he has something of his wisdom. He has been trimming his sails to the changed breeze that blows over Germany. He still proclaims the Divine right with his old Sinaitic authority. But in his heart he knows it is false, he knows that there is no resting place for a King except upon the sanction of his people. Again and again he has bowed to the storm—over the Bulow budget, over the famous interview, over Zabern. In each case the action of the Reichstag as the mouthpiece of the people has been accepted as the sovereign authority of the State. Kaiser, in a word, is coming down, cautiously, undemonstratively, but irrevocably. He knows that the old game of absolutism is up.

A BURNED LETTER.

To be just to him, he has known it a long time, and it is probable that his troubles with the Crown Prince are not unconnected with his concern for the future of his House. He showed his appreciation of the conditions of modern Kingship by a remarkable action on the day of his accession. On that day the Kaiser found on his desk a letter written by his great-uncle, Frederick William IV., the first constitutional ruler Prussia, which that monarch had ordered to be handed to each of his successors immediately on his accession until its appeal had been complied with. appeal was this: that the new occupant of the Throne should overthrow the Constitution before taking the accession oath. The Kaiser's father and grandfather had ignored the amazing legacy and passed it on. The Kaiser did not pass it on. He burned the letter. He told Dr. Hintze that he saw the possibility that some day a young Kingperhaps his mind strayed to Danzig as he spoke—receiving this criminal incitement, might attempt to act upon it. "I felt as if I had a powder barrel in the

house, and could not rest until it was destroyed," he said.

A FATAL ELYSIUM.

He cannot fail to be concerned at the evident inability of his son to realise the perilous tenure of the Throne. The Crown Prince stills dwells in that fatal Elvsium which most doomed monarchs have inhabited—that Elvsium in which the temporary arrangements of men are supposed to have a divine and eternal sanction. The exit from that Elysium is usually a painful one. In the midst of the French Revolution, Catherine II. of Russia wrote to Marie Antoinette at the Tuileries a letter in which she said: "Kings ought to proceed in their career undisturbed by the cries of the people, as the moon pursues her course unimpeded by the howling of dogs." It was a brave sentiment. History soon made its comment on it in France. One day it will make its comment on it in Catherine's own land.

It is not supposed that, whatever the Reichstag insolence meant, it was directed against England, for it is characteristic of this erratic young man that he has a great enthusiasm for Great Britain. The fact is a little unintelligible —as unintelligible, let us say, as the late King Edward's love for Republican France. England, with its free institutions and its non-militarism, represents everything which the Crown Prince may be supposed to detest. But the affections of Kings, like the affections of commoners, are not governed by politics, and the Crown Prince has been seduced by our games and our customs, our clothes and even by ourselves. serious attack was made on him some time ago in a section of the German Press on the ground that during the winter sports in Switzerland he had not merely worn English clothes—which he commonly does—and used English terms, but that he had systematically cut the society of Germans in order to spend his time with English and Americans. He denied this impeachment afterwards, but he is indisputably fond of English country houses and of Americans, and his enthusiasm for British games, from golf to hockey

and football, is as notorious as the intrepidity he showed in India hunting the elephant and the tiger—in regard to which he has written an excellent narrative—and the daring of his exploits in the air, which he was the first royal prince to invade.

LONG LIFE TO THE KAISER.

Love for our games and for the customs of our country houses, however, would be a poor basis on which to build confidence in regard to so incalculable a personality. Moreover, it would be unsafe to place trust in a prince who was not on good terms with his own people. If you cannot get on at home, you are not to be trusted out of doors. It may be, of course, that wisdom and sobriety of judgment will come with

responsibility, and that the Crown Prince will falsify all expectation. But, all the same, we may wish long life to the Kaiser very sincerely. He has given the world ample assurance of his good intentions. He has kept the peace of Europe for a quarter of a century, and internally, he has yielded wisely to the slow incoming of the great tide of democracy. Let him live to a normal age and Germany will have completed its emancipation. Then the Crown Prince may come to the Throne without the power of doing mischief. By then he, too, will be growing old, and will have ceased to want to do mischief. The alternative is a collision between the Throne and the people. Collisions of that sort only end in one way.



Kladderadatsch.] [Berlin.
THE CROWN PRINCE'S TELEGRAM.
An inheritance from his father.



La Silhouette.] [Paris.
THE TRIUMPH OF GERMAN MILITARISM.
"Take care, von Reuter! that monument lifter
may easily crush him who uses it."

THE DEFENCE OF AUSTRALIA.

1.—ARE OUR TROOPS SUFFICIENTLY TRAINED?

We have pointed out before that the present scheme, compelling service in the land forces, is the thin edge of the wedge. Of course that has been denied —Parliament controls it, and the people control Parliament. That is true, but, unfortunately for the contention that military training will not be increased, we find people like Lord Dudley saying: "Of course the training of the Australian forces must be greatly increased, but in starting the scheme we had to be careful—we must go slow." We find General Kirkpatrick, Inspector-General, urging the increase of the days of training of the light horse, and we find hot gospellers of compulsory service in England like Lord Roberts condemning the Territorials on the ground of their lack of sufficient training. Yet the Territorials undergo considerably more training than do our citizen forces, and receive far more efficient teaching into the bargain.

THE DEMAND FOR MORE TRAINING.

The argument of those who will ere long demand increased training for our youths and men will be really unanswerable, for it will be common sense. Here is the position. We are creating a large citizen army for a specific purpose. We fear invasion, we want to be prepared to defend the country. If we do not fear invasion, we need no citizen army at all. But clearly we are in dread of such a thing occurring, otherwise why train the manhood of the nation and spend millions on land defence. This being so, when the invader is on Australian soil our army must be an efficient instrument to use against him. Experience has shown that the men lack training, the fiasco of recent reviews is fresh in our minds. An inefficient weapon is worse than no weapon at all. Let us make ours really of value, and along comes the demand for increased drills, and no one who seriously believes in the invasion bogey could logically raise the slightest protest. We have gone so far to defend ourselves, why not go a little further and do it adequately?

WHAT HAPPENED IN EUROPE.

We ought never to forget that once the principle of conscription is admitted history shows it always grows, and becomes a vampire. When universal service was introduced in Prussia, exactly the same phrases were used as characterised the agitation which led up to its adoption here. There was much talk of the people in arms, the right and duty of every citizen to defend his country. The German army to-day- on which no less than £70,000,000 extra is being spent this year -is the giant which has grown from the little baby born in Prussia a century ago. The plea for home defence was urged when France adopted conscription in 1780, now every ablebodied man in the Republic has to undergo rigorous training for three years. He is under military law absolutely. When I was in Orleans recently, the son in the family of a friend of mine was shot for having struck an officer who was bullying him!

THE LESSON OF THE TERRITORIALS.

The Territorials at home have been damned with faint praise by Lord Roberts and others. Fine fellows, no doubt, but hopelessly lacking in training, and yet although only eight days in camp are compulsory, 88 per cent. of the "Terriers" put in fifteen days. these men are untrained, what about our fellows? The Territorial soldier enlists for three years; during the first he must put in 40 to 45 drills, and attend an eight-day camp; during the next two the drills he must do are 10 to 20, and the time in camp is again eight days. Actually many more drills are done, and double the time required is spent in camp by the majority. In training these men have the advantage of highly-qualified drill sergeants, many of their officers have been in the regular army, but the greatest advantage of all they enjoy is that in camp they are under the orders of regular officers, and manouvre with regular troops. With all this we are told their training is defective, because

it is too short. Time will, of course, be required before our cadets can be efficiently trained. At present qualified drill teachers are lamentably scarce; it is really painful to look through the staff and regimental lists and note the fear-some array of asterisks which indicate that Colonels, Majors, Captains, etc., are yet to be found for some of the most important companies. Our men can never hope to see regular troops at work, nor can they manceuvre with bodies of men trained to the pitch of perfection demanded from the regular soldier at Home

A WOULD-BE REGULAR IRREGULAR.

A writer in the *Islander*, who, although he does not disclose his name, is, we know, one who has every right to speak with authority upon matters of defence, deals faithfully with the Territorials. What he says of them can be taken to heart here, because our citizen forces approximate more nearly to these

troops than to any others:-

"The difficulty about the Territorial soldier is that in his heart of hearts he desires to emulate in appearance and smartness of movement the Regular trained soldier, and is unwilling to bear the obvious mark of the irregular levy and to be used as such. Yet he approximates under our present system of training more nearly to the Irregular than to the Regular soldier. The Regular Army is the outcome of discipline and technical skill, resulting from continual practice. It is a trade like any other. Upon the Territorial soldier and officer, in spite of uniform and nomenclature, is branded the unmistakable mark of the amateur. Every competent and sincere soldier would say that if Territorial troops are to be utilised to the fullest advantage, they should be handled in war very much as General Botha handled his Boers, and their organisation should be based on the assumption that they are to be so handled. If this doctrine, however, were to be pressed, we should inevitably be faced with an insuperable difficulty in raising Territorial Force at all, because men and officers, like the old Volunteers, desire to be treated more or less like Regular troops. They have always desired

and still wish to be organised in battalions, in brigades, and in divisions, because that is the organisation and mark of the Regular Army. Herein lies an element of tragedy, because no competent soldier of the front rank for a moment contemplates without serious alarm the prospect of commanding a Territorial Army in pitched battle against Continental troops.

LORD HALDANE'S SCHEME.

"For the purpose of recruiting and maintaining the Territorial Force a military organisation is a necessity. For the purpose of pitting Territorial troops against an enemy composed of Regulars, military formations are a snare. This was Lord Haldane's dilemma. He desired to have at the back of the Regular Army a military force. He had clear evidence before him that the old Volunteers were slowly melting away, owing to their inadequate recognition as a military force. He desired to enlist under a voluntary system all available young men for the defence of these islands who were not prepared to enter the Regular Forces of the Crown. He formed the Territorial Associations, and he gave military organisation to the Territorial Force. His methods were the best that could have been adopted under the circumstances. From the point of view of Lord Haldane, the Army Act, for which he is responsible, was excellently drawn up, and has proved highly successful. It must, however, be admitted that doubts and misgivings have always haunted the minds of soldiers proficient in the art of war, highly tested by practical experience in the field of battle, who realised that the Territorial Force, composed as it is, and trained as it is, cannot be made to respond to the demands of a commander in the field who was expected to use it according to the conventional methods of modern warfare, against a European foe landed upon these shores.

THE ONLY CHANCE OF SUCCESS.

"The views of these men may be summed up as follows:—Trained European troops can be fought with chances of success by troops as highly trained

as themselves. This is a truism of war. They can be fought with chances of success by guerilla troops defending their own territory under the eyes of a friendly population, and in localities with every detail of which they are familiar. History is full of examples of struggles of this kind long before the days of Boer exploits in South Africa. A trained army, however, cannot be fought with any chance of success by an untrained army organised upon similar lines, and manœuvred according to the theories of Clausewitz or Von der Goltz. This proposition can be proved by the whole course of military history. What, then, is the inference to be drawn from these propositions by a statesman responsible for the defence of Great Britain and for the expenditure involved in maintaining the Territorial Force?

"He is bound to ask himself whether. in the first instance, there is any probability of an enemy effecting a landing upon the British Isles, and, in the second place, whether, if such a probability exists, the defending force should not be organised and trained in the manner best calculated to cope with an invasion or with a raid, whichever designation is thought to be appropriate to the landing of an armed enemy upon these shores. Conscriptionists would, of course, say that the obvious course is to substitute for the Territorial Force a Nation in Arms, to give every man a thorough training by the minimum period considered necessary by the military authorities.

IRREGULAR WARFARE THE ONLY HOPE.

It cannot be denied that there are two great difficulties in the way of adopting such a policy as this, apparently for the present quite insuperable. The first is that the British people have given no indication of willingness to undertake the burden of conscription or to face the responsibilities that every Continental nation is forced to bear, but from which they, thanks to their insular position, have hitherto been exempt. The second is that no protagonist of conscription in this country has yet discovered a practical method of combining compulsion for a portion of the

Army with the voluntary raising of another portion for use oversea in time of peace. It is because of the necessities imposed upon us by our oversea Empire in peace that the conditions of Great Britain differ from those of other States. No one can seriously suppose that there would be any difficulty in using a conscript army oversea in time of war. But in peace time the circumstances are very different, and the police force, the military reinforcement, call it what you will, that Great Britain is obliged to maintain abroad and at home in time of peace for Imperial purposes cannot be raised by any means other than that at present employed—that is to say, by the assent of the individuals of whom it is composed. What, then, is the alternative if the element of compulsion should be ruled out? Without the element of compulsion it is impossible to maintain within these islands a highly trained force on the Continental or new model. A half-trained force organised on conventional lines is ex hypothesi useless when confronted by Continental troops. Are we, then, driven by the inexorable logic of experience and the facts of war to seek for safety in an Army of Irregulars, not semi-trained after the fashion of Regulars, but instructed in the main essentials of all Irregular troops that is to say, to shoot straight and to use their knowledge of the manguvring area in order to utilise to the fullest extent the rifle in concealed positions

ONE VOLUNTEER = TEN PRESSED MEN.

The Boers have taught us that guerilla warfare, the man who can shoot straight, and who has retained his individuality is of far more value than a semi-trained man who has lost his initiative without acquiring the compensating skill of the Regular. A straight shooting Australian is likely to be of far greater value to his country in the hour of need than a semi-trained man whose efforts with the rifle are lamentable. In comparing the Territorials with our citizen forces we ought not to forget the saying in Nelson's day that for general efficiency and enthusiasm one volunteer was worth ten pressed men. The "Terriers," over 250,000 strong, are all volunteers.

2.—THE METHODS OF THE POLICE MAGISTRATE.

Most police magistrates when cadets are brought before them for various offences under the compulsory clauses of the Defence Act, follow the advice—or even, perhaps we should say, instructions—of the prosecuting area officers. This method is, at any rate, the line of least resistance, and the P.M.'s seem to consider that the area officer is as sure to be right as the lad is to be wrong. No doubt in most cases that is so, but in slavishly subserving their office to the military authorities the magistrates are undoubtedly responsible for fairly frequent cases of injustice and hardship.

FOR THE BOY'S BENEFIT.

Mr. Read Murphy, at the Footscray police court, on February 12, certainly out-Heroded Herod in his methods. He had some thirty cadets before him, and in addressing them he emphasised strongly that the Act was all for their benefit, and that most of the boys came from families who did not realise this. It is certainly remarkable to learn that conscription was introduced for the boy's individual benefit. We have always been led to believe that it was a necessary provision for the protection of Australia from invasion, "a contingency which," the Age now avers, " is more remote than the millennium."

THE MODERN CRIMINAL.

We select a few gems from Mr. Murphy's remarks to the boys. "If a boy is sent to Queenscliff, he is disgraced, and it is reflected on his family." "We have to make an example of some of these boys for the sake of others," McMillan, prosecuted on the second charge, sent to Queenscliff for seven days, twenty-one days in all. "I think," said Mr. Murphy, "that will be educational. When you come back from Queenscliff you will do your drills, and if not you will go down for very much longer." To W. Foley, who failed to attend compulsory drill: "Do you want to do your duty to your country or be treated like any other criminal?" To Watton, who failed to notify change of address in accordance with the Act, and

pleaded absence in the country as excuse: "You are here not to sneak about like a vagrant dog and neglect your duties."

WHAT ARE CONSCIENTIOUS OBJECTIONS?

But it is the conscientious objector who rouses the ire of the magistrate on the bench. "What," he said to Fox, "are conscientious objections? Have you any conscience at all? There is no conscientious objection against getting your body educated, being made physically and mentally fit. You are up for education purposes. Fined 20s., or fourteen days at Queenscliff. Talking nonsense about conscientious scruples." One would hardly expect Mr. Murphy to know what a conscientious objection was.

A P.M. IN A NEW ROLE.

A boy, Charles, was reported by a doctor as unfit for drill. He was, however, sent to Queenscliff, and the doctor there sent him home before his time was up. Brought up for failure to attend drills, he objected that he had received no notice to attend. To him Mr. Murphy, sarcastically, "You are one of those unfortunate youths who take their place among the invalids. Is it laziness, then? Why don't you shirk everything?" Committed to Queenscliff, but before going to be medically examined to see if unfit. sonally," remarked the magistrate, no doubt a qualified medical man, "I think the boy is fit, the way he stands there. This youth is, therefore, condemned as a "criminal," pending the doctor's examination!

MUST LOSE HIS LIVELIHOOD.

After several conscripts had been fined and condemned to Queenscliff, Mr. Murphy expressed his regret "to find so much want of intelligence in those youths." In the case of a youth, Butler, prosecuted for non-attendance at drills, his father gave evidence that his son is assistant steward on a coastal boat, and did not get away from work until 7 or 8 o'clock at night. A boy's means

of livelihood is of course not any concern of a police magistrate, so said Mr. Murphy, "He must do his drills even if you have to take him off the boat. He must do his drills or go to Queenscliff. You must either make up your mind to defy the law, and I shall issue a warrant, or make up your mind that the boy shall make up his drills. If you defy the Act I will put on fourteen days more."

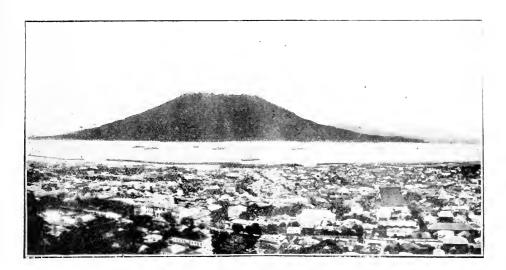
WHY PUNISH THE EMPLOYEE?

A boy named Murphy put in a letter from his employer which stated that if he could not do without compulsory drill his services would be dispensed with. Murphy is a licensed jockey, three of his companions in the racing stables of his employer were exempt from drill. "They have no right to be exempt," said the magistrate, and he then instructed the area officer to see that they do drill. To Murphy he said, "You can make an effort to do your drills; if not I will send you to Queenscliff, and someone else will have your

job when you come back." Clearly this was a case where the employer, not the boy, should be under the lash of the magistrate.

AN UNCOMFORTABLE PROSPECT.

Methods like those of Mr. Murphy are no doubt justified in many cases, but obviously they are not in others. The Defence Department, which is honestly trying its best to have the scheme work smoothly, and is endeavouring to avoid enforcing the letter of the law when in inflicts severe hardship, will hardly view the doings of Mr. Murphy with much favour. It is not to be wondered at that the Act is not so tremendously popular as we are asked to believe. It is not a cheering thought for any parent to know that even a doctor's certificate of unfitness may not save his son from the "disgrace" of Queenscliff, or that the boy can only seek employment in avocations that leave time for compulsory drills, whenever these may be fixed.



SAKURA SHIMA.

The scene of the terrible volcanic eruption and earthquake which occurred on January 13th, causing great loss of life to the town of Kago Shima (six miles from the mountain), from which the photograph was taken.

TOPICS OF THE MONTH.

XXI.—THE POSITION OF INDIANS WITHIN THE EMPIRE.

The treatment of Indians in South Africa has raised the whole question of the fundamentals of citizenship within the Empire. All British subjects, no matter of what colour they may be, have full right of entry and residence in India, and Canadians, South Africans and Australians are to-day holding important positions in Indian services, trade and commerce. The Indians have such rights in Great Britain, and want them in the oversea Dominions. Their feeling towards Australia is bitter, how bitter is not realised here. The action of the South African Government is deeply resented in India, and, realising how vital the final settlement arrived at there is to the whole question of the rights of Imperial citizenship, the ablest men produced by modern Hindustan are pushing the propaganda strenuously. Whatever the outcome of the struggle the fight in South Africa has a vital interest to us here. If we find it impossible to people our northern areas with whites, it would be far preferable to have those waste tracts settled by our Indian fellow-subjects, than to leave them untouched, or see them occupied by other Asiatics. There are no less than 122,000 Indians at present in South Africa, chiefly in Natal, and their withdrawal would ruin the country entirely for a time.

WHAT THE TROUBLE IS ABOUT.

For many years before the consummation of Union in South Africa, there has been trouble over the Indian question. Each of the colonies had its own policy towards Asiatics. In the Orange Free State, the population was not allowed to exist. All rights of trading and property were refused. In Natal,

the indentured labourer was permitted at the expiration of his contract to remain in the country, provided that he paid an annual tax of £3 for himself and each dependent. Cape Colony allowed South African born Indians free access across her frontiers, and even in the Transvaal, where access was more difficult, the disabilities of Indians were mitigated in practice. They might not hold property, but the Courts recognised property held on their behalf by white trustees. Also they might not engage in mining. Serious grievances these undoubtedly were, but it was the Transvaal Act of 1907 that provoked a crisis.

ILLICIT IMMIGRATION.

The case for the Botha Government was that secret immigration was proceeding largely by means of bribery, and it was argued that in five years there had been 1500 prosecutions for holding bogus permits. The objection to the Indian trader is that, living as he does very cheaply, he can oust his Western competitors.

The law of 1907 applied only to the Transvaal. Not only was immigration severely restricted, but resident Indians were subjected to registration by finger prints—all ten digits being applied, as in the case of criminals. Mr. Gandhi, with five other leaders, was imprisoned early in 1908 for two months without hard labour, and deportations were numerous, some of the men so exiled having served with distinction in the Natal took back those of the Indians who had been domiciled in her territory before entering the Transvaal, but the effect of the Act was a passive resistance movement in the Transvaal which continued for four years.

AFTER THE UNION.

When the Union of South Africa was effected the position had to be regular-The settlement proposed was, broadly:—

That a new Act should be passed making

South Africa one immigration area.

That this Act should not in terms discriminate against Indians, but should empower immigration officials to exclude any particular class of undesirable immigrant.

That freedom of movement within South Africa, so far as enjoyed by Indians at the

present time, should continue.

That other rights should be respected. In 1911 General Smuts and Mr. Gandhi came to an agreement on these lines, and passive resistance (for which there was to be an amnesty) ceased. neither in that year nor in 1912 did the Asiatic Bill reach the Statute Book. It was persistently obstructed, and Mr Gokhale, the eminent Indian statesman visited South Africa in order to bring his influence to bear on the situation. That he went with the approval of his Majesty's Government is well known, and he was hospitably received both by the South African Government and by the municipalities.

It is contended that he was promised by General Botha not only the Gandhi-Smuts settlement, but also the abolition of the £3 poll tax, an iniquitous exaction which only brings in £10,000 a year, although 20,000 Indians are liable to pay it. Some attempt was made to repeal the tax for women only, but even this partial fulfilment of the pledge was dropped.

ACT DIFFERED FROM AGREEMENT.

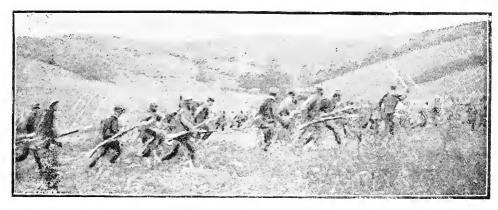
In 1013 the Asiatic Act at last reached the Statute Book, coming into operation on July 31. The Royal Assent was not withheld, but in a very few days it became clear that the measure was at serious variance with the Gandhi-Smuts compact. In the first place, the right of South African-born Indians to enter Cape Colony was taken away. By a pronouncement of the Minister of the Interior, dated August 12th,

Asiatic was declared an undesirable on economic grounds, not only for the frontiers of the Union as a whole, but also for any interior frontier of the constituent colonies. This provision led to the Indian trek from Natal into Cape Colony, with all the attendant reprisals. By a trick of drafting the right of domicile in Natal after three years' residence without indenture was also abolished.

In Cape Colony, Indians, having enjoyed the right of appeal in the Courts on grounds of law and fact, were restricted for the future to the Natal standard; that is, to appeal on law alone. Finally, recognition was refused for marriages (even though gamous) which might be celebrated according to Hindu or Mohammedan rites. How far this last was a legislative oversight remains to be seen, but the Imperial unwisdom of it hardly needs to be pointed out.

AN UNEXPECTED UNION.

Perhaps the most remarkable feature of the whole struggle is that Hindu, Mohammedan and Indian Christians are fighting side by side. That the various sections of Indians should be able to make common cause with one another instead of remaining split up into a number of cliques racially and religiously antagonistic is a most significant development. Of the leaders in this movement, Mr. Gandhi is a lawyer famed for his legal acumen, and his irreproachable life. He has devoted his entire time and fortune to the cause of his countrymen in South Africa. He has many European helpers, chief amongst them being Henry Polak, a British Jew attorney at-law, Mr. Kallenbach, a German architect, and Mr. Ritch, a British attorney. The Hon. Mr. Gopul Krishna Gokhale, C.I.E., is a high caste Mr. Marather Brahmin editor of the Indian Review, is working hard in India, whilst in London Sir Mancherju Bhownaggree and Mr. Dullé have been urging the Imperial authorities to take strong action.



AT THE BATTLE OF DSHUMASA-A BAYONET CHARGE.

WAR-RED WAR!

A WONDERFUL CINEMATOGRAPHIC RECORD.

Even to-day the majority look upon war as a glorious game. Soldiers they regard as braves "who rush to glory, or the grave." They imagine still the pomp and panoply of war—"Battle's magnificently stern array!" With Byron, they thrill to fancied situations, where—

Hand to hand, and foot to foot, Nothing there save death was mute. Stroke and thrust, and flash and cry For quarter or for victory Mingle there with volleying thunder.

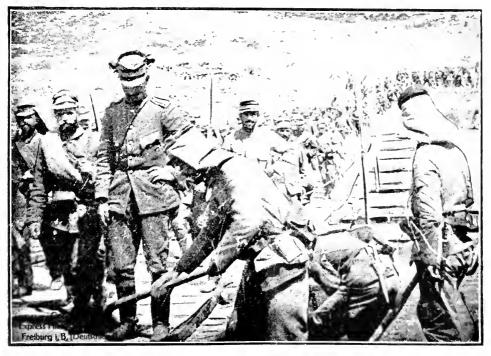
It is hard to divorce war entirely from the romance of the middle ages, or to realise that the reckless charge, the hand-to-hand fighting of the Victorian era have gone, never to return. Inventive genius has successfully deprived war between modern armies of all romance. The successful leader of today is not the man who is the idol of his men, who leads them into the thick of the fight, charging home with the cold steel. Skobeloff was the last general of that type. The man who wins battles nowadays need never be near the firing line. Just as the handto-mouth tradesman has had to give way before the business organiser, so the romantic beau sabreur, whose chief asset was personal courage, has been entirely ousted by the organiser, the man who directs and controls, but takes no personal share in the fighting.

The remarkable film now showing in Australia, "With the Greeks in the Firing Line," brings actual warfare home to us in a way never hitherto attempted. Undoubtedly those who obtained the moving photographs were in constant danger of their lives. But the danger was absolutely invisible, entirely unspectacu-King Constantine allowed the operators access to every part of the field of battle, and they did their work wonderfully well. Everyone who can ought to make a point of seeing these war pictures. Those who still have the old ideas about the glory of war will be disappointed in one way, but deeply interested nevertheless. One expects war pictures to be scenes of fighting. Actually there is very little, but in real modern war fighting is soon over, the preparation for it takes most of the time, so that the film preserves well the true proportion between fighting and preparation.

Smokeless gunpowder, the long range of modern weapons, make fighting a very tame-looking affair. The enemy is hardly ever seen. A battery throws



A TOWN UTTERLY DEVASTATED BY SHLLL FIRE.



AN ENDLESS STREAM OF FOOTSORE CONSCRIPTS CROSSING A RIVER ON A PONTEON BRIDGE.



SOLDIERS KISSING A SACRED IKON BEFORE GOING INTO ACTION.

The priest, who was 75 years old, went all through the war.

shells for several miles, searching the invisible hostile lines. Suddenly one of the enemy's batteries, quite out of sight, finds the range, and shells begin to explode with a hardly perceptible whiff of smoke here and there, and finally on the Greek guns. A few men and horses fall, the guns are limbered up, and dash away to another position. Khakidressed men rush forward in straggling lines, and prone on the earth, fire smokeless volleys at invisible foes, they rush forward again, one or two falling as they do so, and once more lie prone. Finally with fixed bayonets they disappear over a hill searching for an enemy who must be short of ammunition to allow so close an approach. That is all there is of the actual clash of arms.

Officers and men alike are clothed in rough khaki cloth. All frills have vanished. Footsore and weary, we see endless lines of unshaved, nondescript-looking men toiling laboriously along the roads which track the devastated countrysides, halting to partake of their frugal meal, then on again through ruined villages, with murdered peasants lying here and there, across rivers on hastily-built pontoons, as the retreating Bulgarians had blown up all the bridges. Then bivouacking at night be-

neath scanty wind screens, lying dogtired, and dreaming no doubt of the snug homes and comfortable families, from whose bosom they had been torn as conscripts to fight their quandom allies, all because diplomatists could not agree on the method of dividing the land filched from the Turk.

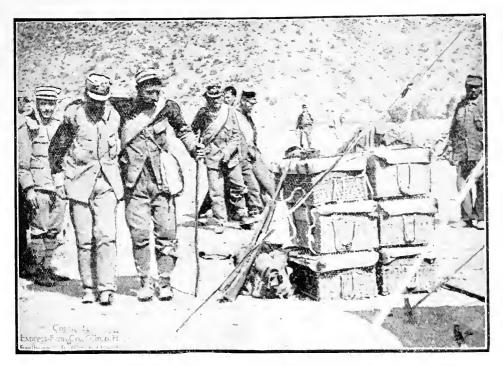
As we watch these fellows on the march we cannot forget that soldiering is not their job. They are not defending their country from invasion. They are being hurried along to help drive their former ally out of territory their rulers had agreed to let him have should the war of aggression against the Turk succeed.

But war's a game which, were their subjects wise, Kings would not play at.

As we watch the filling in of innumerable graves, see the dead lie on the battlefield, we are reminded of Dryden's lines:—

War, he sang, is toil and trouble, Honour but an empty bubble.

Views of Salonika's buildings smashed and tottering as the result of a furious bombardment, the walls pockmarked with bullets in the furious street



THE FIRST OF A LONG STREAM OF WOUNDED COMING TO THE IMPROVISED HOSPITAL.

fighting, splendid churches in ruins, all tell the fearful toll that must be paid in lives and treasure when nations appear to the final arbitrament of the sword.

More impressive even than the bodies of the murdered hostages, the quiet forms of the slain or the silent graves, are the scenes in the Red Cross hospital. The arrival of wounded men on stretchers, limping along, helped by their comrades, the harassed doctors binding up ghastly wounds with terrible alacrity in a desperate attempt to cope with the patients pouring in upon them, and waiting for what relief can be given. After witnessing this part of the film, we cannot but agree with Lowell, who, in his Begelow Papers, says:—

Ez fur war, I call it murder Ther you have it plain and flat, I don't want to go no further Than my Testyment for that.

The South African war cost Great Britain £200,000,000, a sum which could have purchased the whole of the Dutch Republics. The cost of the two Balkan wars must have been enormous. Turkey could, no doubt, have been persuaded to sell all the country in dispute for only a portion of the sum. Not only was this treasure wasted, but tens of thousands of citizens lost their lives, and all the Balkan States are now in dire distress and want.

Bloody wars at first began The artificial plague of man, That from his own invention rise To scourge his own iniquities.

- Butler.



THE LOST LESSON OF THE "TITANIC."

A REACTIONARY CONFERENCE.

The International Conference for Safety of Life at Sea was the culmination of the world-wide agitation called into being by the "Titanic" disaster, but those who had hoped that some definite improvement would be suggested by the Conference have been doomed to disappointment. The results are worse than even the most pessimistic person ever expected, for the recommendations are distinctly reactionary. For these results Great Britain is largely responsible. Owing to her position as possessor of more than half the shipping of the world, she had naturally an overwhelming influence in the Conference, but the Board of Trade, as usual, neglected its responsibility, and from the very beginning, by its choice of delegates, rendered any hope of reform abortive.

The British delegates were appointed by the Board of Trade, and, as might have been expected, included no member who could claim practical experience of the sea; in fact, they represented the Marine Advisory Committee—that is to say, the shipowners, who have all along shown themselves quite callous to any safeguards which might entail additional expense.

After vigorous protest in certain quarters, assessors representing the quarter deck and the seamen were also added to the delegation, but only for the purpose of giving evidence on technical points and with no voting power. Thus it will be seen that the safety of the public was practically placed in the hands of those whose interests were opposed to any drastic measures of That any good could come from such a delegation was not to be expected, but that it should recommend retrograde measures came as a shock even to those who were most pessimistic as to the results.

Though many other matters were deliberated, the questions of boat accommodation and manning are the most important. What has been done with regard to these two points? In the case of boat accommodation there is a distinct backward step, at least as far as Great Britain is concerned. In the rules issued by the Board of Trade, in January, 1913, it stated that for foreign-going passenger ships, including emigrant ships:—

A ship of this class shall carry life-boats in such number and of such capacity as shall be sufficient to accommodate the total number of persons which is carried, or which the ship is certified to carry, whichever number is the greater.

The recommendation of the Commission provides for the carrying of only 75 per cent. of those on board by lifeboats, the remainder to be carried on rafts. It is not quite clear what reasoning led up to this result. For if boats and rafts are both equally efficient for the purpose of saving life, then why not do away with boats altogether and employ only rafts? If, however, as is universally admitted, the raft is not so efficient as the boat, why reduce the chance of escape of one person in every four, and at the same time practically ensure a stampede for the boats in any disaster, since everyone will want to be in the boats rather than on the rafts?

The only conclusion to be arrived at is that this is an attempt to reduce the expense to the shipowner, since rafts do not take up so much room and certainly are cheaper. That still more rafts and fewer boats were not recommended is probably due to the fact that it was realised there are limits to which even the most ignorant of the travelling public will not go.

In considering the question of manning we find the position is just as bad, if not worse. The Board of Trade seems to regard the words "able-bodied seaman" as anathema, and forever attempts to substitute others, which apparently mean the same thing, but in reality are quite different. In its manning regulations it uses the term "deck hands," which signifies nothing. The recommendations follow the same iniquitous example, and talk of "efficient boat hands," and give regulations as to what constitutes an efficient boat hand. But these regulations, when examined, are of no value whatever. They state that he must be a man who is proficient in lowering and launching a boat and in the use of oars, and that the administration must be satisfied as to his proficiency before he is granted a certifi-

This reads as though real efficiency was aimed at, but on closer examination it turns out to mean absolutely nothing. To begin with, matters in which he has to be proficient can be taught to any man in a few days in smooth water, but he would find himself absolutely useless in any rough weather. Then, again, the granting of his certificate by the administration practically means that it will devolve on the captain to decide, as the administration can depute its powers to anyone, and the simplest way of doing so is to depute it to the captain. He, poor man, having to earn his living and having to get his boat hands as cheaply as possible, so as to please his owners, naturally cannot be too exacting in his requirements. It is hard to understand why the use of able seamen was not recommended, except that an "A.B." is more expensive than a " hand."

We must recognise the hard fact that while no progress has been made the public is faced with the actual possibility that it may lead to the abolition of the one manning scale at present in existence. Emigrant ships, at present, are bound to have a certain number of able-bodied seamen in proportion to the number of boats carried, and it is feared that in view of these recommendations even these will now be reduced, and the emigrant vessel will be as inefficiently manned as other passenger ships.

The whole report of the Committee is reactionary, except in regard to the equipment and construction of the boats, which, of course, is absolutely useless when there is no provision for men who can handle them to purpose.

It is the same tale as ever with the Board of Trade. The shipowner has the whole matter in his grasp. The public, as a whole, does not travel by sea, and has no knowledge of maritime matters. If railways were in a similar state to the mercantile marine, no one would travel by train, and the whole population would be up in arms at once, but with regard to sea they are blissfully ignorant, and so naturally apathetic.

When the "Fitanic" went down it was hoped that the sacrifice of human life would not have been altogether in vain, and that some drastic improvements would follow; but nothing has been learnt, and instead of advancing we have gone back, and we fear that, as Mr. Furuseth, the American delegate who resigned in protest, said, "It will need two more 'Fitanics' before anything the large."

thing is done."



AT THE CENTRE OF THE PACIFIC-FRANCE!



At the moment when the eyes of the world are turned toward the Panama Canal, with its opening so near at hand, it is interesting to note the various conjectures made, and the speculations advanced, as to what world power is to be most benefited by the new waterway. France comes forward in an article by George Froment Guieyesse in Illustration, the picture weekly of Paris. He points out that the Tahiti Islands, with Papeete for a port and coaling station. constitute the very centre of navigation for almost all vessels crossing the South Pacific. His article is a claim for the substance of our title, which is a dramatic sentence from a speech in the Chamber of Deputies on this topic.

While Hawaii will remain the touching point for all American merchant marine bound for the extreme Orient, asserts this French writer, the Polynesian group must be the stopping place for European and American vessels bound for Australia. Granting this, Papeete, the town of Tahiti, becomes, by virtue of its geographical position, the inevitable port and coaling station.

It is a rich, picturesque, and luxuriant island, situated in the very heart of the Society Islands, which is destined to become the great market of exchange and an interesting and attractive point for tourists. It already has a well-known and much-frequented harbour.

The only rival points that might be considered are the Galapagos, situated almost at the mouth of the Canal, at the East, and at the West the Fiji and Tonga Islands, belonging to England.

There are also the Samoan Islands, belonging chiefly to Germany, and Tutuila, belonging to the United States, but these lie at three-quarters of the way across and are not in the direct line of navigation. There is also Cook's Archipelago, 540 miles to the west of Tahiti, possessing no natural advantages and no available port for trans-Pacific liners, and for extreme southerly courses, the little island of Rapa, situated south of the Gambiers; but this, being of difficult approach in bad weather and an unproductive, unattractive island, may well be counted out of the race. Coming down to figures, Monsieur Froment Guievesse says that "the distance from Panama to Sydney through Tahiti is 7,000 miles, while from Panama to Sydney by way of Apia it is 8065 miles. The distance from Panama to Wellington through Tahiti is 6826 miles, while the distance between the same points by way of Apia is 7666. Through the Fiji Islands it would be 7948 miles. These figures speak for themselves, and prove conclusively that Tahiti is the most central point of the Pacific."

Tahiti, like all the islands of the Society group, is volcanic, and is surrounded by a belt of coral reefs visible above the water, with gaps here and there. Some of these will have to be widened to make the entrance to the port of Papeete available to vessels of the heaviest tonnage. Lighthouses will also have to be erected to provide a perfectly lighted harbour. All the proposed improvements will enhance the value of the Polynesian Archipelago immeasurably. It is four times larger than Martinique, and has enjoyed for the past eight years an era of unprecedented prosperity (its commerce having grown from six million francs in 1905 to 16,228,000 in 1912). The islands are rich in agricultural possibilities, and produce cocoa, vanilla, cotton, and coffee in abundance. Tahiti, about half the size of Rhode Island, is the centre of a French population of the lation of 4000.

£1 A DAY FOR THE COMMON LABOURER.

There are many Ford cars in Australia and New Zealand, consequently the experiment now being tried by the American Company that produced them will be followed with a certain personal interest by large numbers throughout Australasia. Mr. Henry Ford has made about one-third of all the motor cars now being used. He employs 22,000 workmen, and is distributing £2,000,000 amongst them this year, just half the annual profits of his Company! The announcement of his intentions has brought on a furious controversy in the press. Many regard it as "the charter of a new Industrial Freedom," but others consider that the workers will be spoilt by a too benevolent and overwatchful paternalism, and predict also serious labour disturbances. Mr. Ford intends to put the thing through, and announces the scheme as follows:-

Our company has now doubled wages. We have estimated the earnings for the coming year, and are dividing as we go-or, in other words, as we earn it during the year—10,000,000 dollars. It will be in

the pay envelope semi-monthly.

Our firm belief is that the division of earnings between capital and labour is not fair, and that labour is entitled to a greater share. We desire to express our belief in some practical way, and have therefore

adopted this plan.
It means in substance that no man over twenty-two years of age will receive less than five dollars for eight hours' work. Others will be compensated in relation to their value, using the five dollars per day as the minimum.

Whatever future plans we make are de-pendent upon conditions, but we hope to be able to make a further distribution at the end of the year, after having laid aside proper amounts for the dividends, extension, and the construction of assembly plants throughout the country.

This is not a plan for any other concern but ours, but we are in hopes that other employers will recognise the unequal distribution of earnings and endeavour in their own way to make a better division.

It is to be noted that the hours of working are fixed at eight instead of nine, as heretofore. As the Company's factories are in continuous operation, this means three shifts daily. doubtedly Mr. Ford has advanced the movement for a general eight-hour day prodigiously There is .to be a sociological department to see how the men

spend their new wealth. The New York World considers—

It is a step toward the stewardship of industrial welfare on the part of employers of an interesting and significant kind. In effect, the Ford Company has made its cricci, the rord Company has made its workmen stockholders in the great enterprise they have helped to create. It has, as it were, capitalised labour, making every worker in its employ a beneficiary in the collective proceeds of his work over and above his wage return.

All this evidences is representation of any content of the collective proceeds of the work over and above his wage return.

All this evidences a recognition of capital's implied obligations to labour, which The Ford employees, indeed, have received the charter of a new industrial freedom. Will the plan serve as a pattern for imita tion by other employers? Its test, of course, will come in the lean years, when profits decline. But it is none the less a striking exemplification of new policies in

the world of industry.

It is pointed out, however, that Mr. Ford's competitors will not be able to follow his example, for no other has so low a proportion of labour per unit of output. They have not the margin of profit, which would enable them to appropriate so much for their pay-roll. Possibly, it is suggested, Mr. Ford 15 taking a long look ahead with the idea of insuring himself against possible labour troubles. His action must cause dissatisfaction among less fortunate bodies of labourers, and serious disturbances in the motor car industry are certain to follow. Already the Ford works are besieged by hundreds of men seek ing employment. The Wall Street Journal is horrified at Mr. Ford's viola tion of all the "true laws of giving," and says:

Such unscientific rewards may get ad vertising, and get riddance to Herry Ford of his burdensome millions, but they are unscientific and not true charity is to broadest sense.

They introduce instantly what Heavy Ford has fought—the gambling element. If this element is extended, roving hands of labour will seek factory employment by bribes of gifts on temporary good be haviour where casy fortune may be thought to lurk. People will have take for wages; they will gamble the for gifts, largess, and bonuses.

If the newspapers of the day rectly reporting the latest inventors advertisement of Henry Ford, he has social endeavour committed excepts. They introduce instantly what Heary

his social endeavour committed econor blunders, if not crimes. They may recent to plague him and the industry he represents, as well as organised society.

A FLAPPING AEROPLANE.

Ever since the doings of Daedalus, whose successful flight was spoilt by an envious sun, attempts have been made to copy the methods of the birds. But iust as in the locomotive we have abandoned the attempt to imitate the walk of the horse, and in the steamship have found a far more effective method of propulsion than a copy of the webbed feet of the duck, so inventors ultimately gave up trying to propel flying machines by wings, and substituted the propeller. Mr. S. Scholtens, in Acronautics, sets forth the conclusion that aviation, after the first flights of the brothers Wright and Santos-Dumont, Farman, etc., remained at a standstill. and that since that time no real advancement has been made in the principle of aviation.

True, heavier machines are built, larger motors are used with higher horse-power, there is better construction of the aeroplane, with greater speed, and the motors are improved to such an extent that they are more reliable but after all these years of study and improvements, no great progress has been realised.

Various trials have, it is true, been carried out with machines fitted with beating wings like a bird, but always without success. The reason for this was the troublesome question of the wing-beat. It was known how the bird effects the beat when on the wing but no one was able to design this in actual construction. This was also an obstacle to the orthopter or bird-flight machine, and tests such as were carried out by the well-known French engineer, R. Desmons, and Marey, and others, led to no good results as regards the construction of the above-named machine.

Mr. Scholtens then goes on to describe his efforts to evolve a flapping aeroplane that would fly. He began with bamboo framework and elastic motive power. This he found too light, and finally be built a large model, one-third of full size, fitted with a 1\frac{3}{4} h.p. motor, photos, of which we reproduce herewith. He enumerates various disadvantages of the aeroplane.

A second disadvantage of the existing aeroplane is the motor. The latter has to run at so high a number of revolutions in order to develop the speed which enables the aeroplane to remain suspended in the air that a breakdown frequently occurs.

During hot weather, or a lengthy flight, overheating takes place, whereupon the motor begins to slow down and thus loses power, and even sometimes ceases. Although at the present time there are very good motors in existence, the high number of revolutions remains a drawback, and for the heavy aeroplanes which are now built, high-powered engines up to 200-h.p. are required. The first to achieve very satisfactory trials with a small motor were the Wrights, who worked with a 25-h.p. motor, Santos-Dumont, and Bieriot. The advantage secured by my orthopter is that it only requires a small motor, with a lesser number of revolutions, and, if desired, even an automobile motor could be fitted, which would render very good service. As the motor is made smaller, the consumption of petrol and oil is reduced, and the running costs are much below the present high figure. The winged flying machine need not have such a high rate of revolutions, and not only is this the case when starting, but when up in the air a slow beat will drive the machine swiftly and steadily through the air. In this respect we may note the flight of the albatros, the cagle, and the frigate-bird, how slowly their wings beat, and with what rapidity they move. I have endeavoured, after many difficult attempts and years of study, to get the exact up and down beat of the ould be made in a model.

Like all true inventors, Mr. Scholtens is enthusiastic about the success of his work and looks forward to accomplishing a revolution in aviation ere long. Many quaint machines have been evolved whose object was to conquer the air, but since the advent of Lilienthal's gliders the orthopter has been left pretty severely alone. A clever development of the heliocopter, in which two huge umbrella-like wheels made of wood slats took the place of the ordinary screw propellors, promised well, but does not appear to have come to anything,

WORLD'S RECORDS.

Practically all the aeronautical records of the world are held by Frenchmen, M. Prévost, who has a 160 Gnome motor on his Deperdussin monoplane, has all the speed records up to 120 miles to his credit. Flying in a controlled circuit, he achieved the tremendous speed of 126.59 miles. The distance record, 627.77 miles, is held by another Frenchman, M. Fourney, who

on a Farman biplane, as long ago as September, 1912, did the distance in 13 hrs. I min. 12 sec. That is a long time for a record to stand in aeroplane work, but some far distance flights with passengers are still older. For instance, E. Nieuport, on March 9, 1911, carried two passengers for 60 miles in his Nieuport monoplane, taking 52 seconds under the hour for the feat. In 15 seconds less time P. Mandelli carried three passengers 60 miles in an Autoplan monoplane. The record for four passengers is held by F. Champel, who, unlike his competitors, used an Anzini motor not a Gnome and a biplane—his own make—not a monoplane. He did 60 miles in 1 hr. 13 min. 1 1-5 sec and 154 miles in 3 hr. 1 min. 17 sec. M. Fourney, in flying the 627 miles mentioned above. also broke the 8, 9, 10, 11 and 12 hours records, all of which he still holds. H. Faller carried six passengers for one hour in Germany, January 5, 1913, and

holds that record still. The height record is held by E. Perreyon, who, in a Bleriot monoplane, fitted with a Gnome motor, climbed the incredible height of 10.280 ft. With a passenger he reached 16,270. With two, von Blaschke, an Austrian, reached 11,740 ft. G. Hawker's British record was 11,450 ft. alone, with three passengers he ascended to 8,400 ft. M. Frangeois took six people up 2,790 ft, in April of last year, using a Farman biplane. All British speed records over six miles are held by C. T. Weymann, who made them as long ago as July, 1911, using a Nieuport monoplane and a 100 h.p. Gnome motor. In October, 1913, Luis Noel flew for 19 min. 47 sec. at Hendon with nine passengers. Gilbert, in the same month, flew 630 miles in 5 hr. 11 min, an average speed of 125 miles per hour being maintained throughout the journey from Paris to Puetintz.

THE ARRIVAL OF THE FLYING BOAT.

Mr. Beckwith Havens and Mr. Verplanck, both enthusiasts over the flying boat, took a thousand mile trip from

Chicago recently.

The shore along which they cruised was wild and barren, they encountered storm after storm, and vet came out practically up to schedule. A motorboat trip becomes something out of the ordinary when one may come out of a fog-bank and find one's self within thirty feet of the arm of the Goddess of Liberty, as Mr. Verplanck did. Accustomed ideas of up and down, ultimate limits of the possible in navigation, have to be readjusted to suit the new machine that has quietly revolutionised both motor-boating and aerial flight, and as quietly reinstated aviation in the hearts of American sportsmen, by whom it had long been banned.

THE COMFORTS OF AIR TRAVEL.

Mr. Beckwith Havens says that the flying-boat is by far the most comfortable way to travel. When he left it for a parlour car he noticed for the first time how that rolled and rocked and jolted, for he contrasted it with the

cushiony softness of the air over which his boat had flown sixty miles an hour, as against the railroad's fifty. The car was dusty, and the boat's passenger's had been always clean and comfortable, wearing white flannels and soft shoes, sinking back in their seats and putting up their feet in the most restful of attitudes. They wore glasses for their eyes, and put in their cars rub-. ber stoppers such as gunners use, for they took off the muffler from the engine. The rush of the air was stimulating rather than disagreeable. To meet the ordinary requirements of management, they evolved a code of signals with one hand, the manual letter O referring to oil, a circling twist of the finger to the speed of the motor, and so They even had arguments in sign language as to where they should come down-and it is surprising how much more satisfactory an argument by gesture can be than one would perhaps imagine.

Havens said that flying low was the most interesting way to travel, for one can see things go by, and feel as if one were getting somewhere; "up above the

world so high" is better for occasions than for a steady thing. Good maps would be a great advantage to the aeroboat cruiser, but many of them are flying now with no better guide than railway folders, as Verplanck and Havens did. "When we started out," said Mr. Havens, "we would figure out the mileage and then keep time, and when the time that would indicate the desired number of miles had arrived I would climb 1000 feet or so and Verplanck would take a glass, look over the territory, and find a good beach."

ABOVE THE CLOUDS AND OUT OF PETROL!

" We were four days late at Bay City, the graveyard of the lakes for ships,' said Mr. Havens, when I asked him whether he had been through any thrilling moments on his late cruise, "and, a storm coming up, we stayed in; but about noon the next day the weather was better and we made a start, steering more by instinct than exact knowledge where we were. At last we flew like wild ducks about fifty feet high, we could see the shore beneath us, all rocky, a lighthouse a little way out, and a craggy promontory jutting out into the wild sea. To cut across and save twenty miles, we flew over the point of Iand—and ran right into a bank of fog, so that we could see absolutely nothing, whether sea or land.

"The only thing to do was to climb higher, and we climbed up and up, against the gale, but there seemed no end of the solid whiteness, and we could not know whether we were going over rocky land or raging water. Suddenly we came out into bright sunshine, above the fog. Verplanck was so happy he waved his hat when, without warning, the motor stopped dead. We were out of petrol! We had been bucking the hurricane so long that it had taken all our fuel. Sliding down we were in the fog again, thicker than ever, its cold, clammy drops settling on our faces, quite unable to tell whether we would make our enforced 'landing' on water or be dashed to pieces on land. Verplanck said he did not feel worried about hitting a rock, but he did hope we would not light on a steamer. All at once, as suddenly as everything else

had happened, the fog opened, the lake spread out below us, and we slid down to make a good 'landing.' Then, for the first time on our trip, we got out the paddles and made for shore with their aid."

The most dangerous thing for the air-yachtsman to do is to fly after dark, for not seeing the surface of the water, he cannot readily determine how far above it he may be, and "landing" upon a narrow river, for example, must be done by slipping down, as it were, step by step, feeling the way. I am speaking now of the sportsman, from whose point of view I have so far considered the new craft, but the naval operator of a flying-boat has different purposes to serve, and must fly when and how he may. It is evident that the evolution of air-and-water machines will be along flying-boat lines, for the first requirement the Navy makes is for a seaworthy boat, and its demands are ever more exacting in the matter of seaworthiness.

INCREASED SIZE AND STRENGTH OF HYDRO-AEROPLANES.

The boat-hull construction lends itself to endless modifications and improvements, especially in the important matters of size and weight. The airand-land machine—what the French call a *gention*—has been given a lifting capacity that even a year ago would have been thought a wild dream. aeroplane has lifted three tons into the air and flown with that weight for no brief time. This is the seven-passenger aerobus built by the Russian Sykorsky, fitted with four Argus motors of 100 h.p. each, and weighing in itself net 2700 kilos, that has flown, with its cabin holding seven passengers, for an hour and seven minutes. On another flight it covered go kilometers at an altitude of 12,000 feet with five passengers. will be equipped with guns when the Russian Government, that has acquired it, fits it for purposes of warfare. Such facts as these prepare the mind for a constant increase in size and strength in the air-and-water type, especially flying boats intended for naval uses—and this brings nearer and ever nearer the goal towards which the efforts of present-day aviators are tending, the winning of Lord Northcliffe's offered prize of £10,000 for the successful crossing, in an aeroplane, of the Atlantic Ocean. Already the Mediterranean has been crossed, and the first of civilisation's rivers, the Nile, will be the last to be

traversed by the flying-boat. The Rhine was followed from Friedrichshafen to Mannheim, in an aerohydro, the pilot refilling his tanks at Mannheim and continuing to Coblenz. The Atlantic still remains uncrossed, even unattempted—but for how long?

IS THE WORLD GETTING HAPPIER?

M. Jean Finot has contributed another of his cheery optimistic essays on the Science of Happiness to *La Revue*.

Are we happier to-day than in the past? he asks. An unprejudiced examination of the past and a hopeful examination of the future provides him with a most consoling vision of the present. Whatever be the ideal which presides over our destinies it always finds expression in an aspiration for happiness, and it would be useless to recriminate against this invincible need which excites, inspires, and animates our actions. Rather we should endeavour so to adorn our minds that their aspirations, purified and ennobled, may create a form of happiness pure and noble in essence. Liberty is the source of happiness, and it is the liberation of the inner forces which constitutes the joy of happiness. This conception is to be found among all moralists who admit the necessity and the advantages of living conformably to the Divine will. It is to our own interests to seek and to create elevating pleasures, and, thanks to the imagination, they may be multiplied indefinitely. Why do we not create more happiness in our lives? Is it not because we lack training in the science of happiness? An elevating book is not accessible to everyone, for a trained and cultivated mind is needed to appreciate its charms. It is the same with happiness. It requires to be explained and interpreted. and nothing but a true comprehension of it will furnish us with the key to a happy existence.

Our aspirations ought to widen along with our love for our neighbour, that essential element of the moral life and the richest source of happiness. The wider and more intense our life, the happier it is. The more domains of activity it embraces and the more ex-

perience it yields, the more exempt will it be from the restraints which paralyse the free expansion of the soul, and the more it will approach the ideal, dormant or active, at the back of our minds. has been said that those who have never tasted liberty do not feel the need of it. Life demonstrates very eloquently the fallacy of this paradox. If for material well-being a minimum of subsistence is necessary, it is the same with happiness resulting from the moral life. Liberty slumbers in all our breasts -to explode at the first opportunity. It is as essential for the efflorescence of our souls as is light for the birth and maintenance of our organisms. The expansion of our inner personality has as a consequence the expansion of our happiness. The more causes and the more people it embraces, the happier it is

Pleasures are not outside us, but in The evolution of our life ourselves. tends to the assiduous utilisation of the conditions of happiness. By the side of material progress there is also moral progress. We are better than our ances tors. In the practice of the solidarity of individuals and nations lie joys untold Our enlarged sympathies procure for us happiness hitherto unknown. If we leave our faculties unexploited we are none the happier any more than we are stronger by leaving our muscles unexercised. Are not the suicides mainly those who lack healthy and normal appreciation of life? When optimism has triumphed over the aberrations of the past we shall have more heroes of duty, of action, and of the joy of living. Hap piness omnipotent truly exists and smiles kindly on our endeavours enters into our souls when these have been purified of all pessionstic premi dices, filling them with here, faith in life, and joy in living

INDIA AND JAPAN.

Presenting some points of comparison and contrast, in East and West, A. Morgan Young says the parallel drawn so often of late years between Japan and India—and most often by Indians—does scant justice either to India or to her rulers:—

When we are invited to marvel at the way in which Japan has "thrown off the seclusion and conservatism of centuries and come abreast of Western civilisation is usually referred to in such terms as this), we are apt to forget that a change as great has come over the Western world. It may be that Japan has changed her methods more quickly, but not very much. The transformation of the England or the United States of a hundred years ago into the England or United States we know to day, is in many respects more marvel-lous, and would certainly be found more striking to a Rip Van Winkle than the change which the opening of the country to foreign intercourse has wrought in Japan. Whether we consider tashions in dress, the development of communications, the applications of science, the growth of the Press, the progress of research, the mutations of public thought, political, reli-gious, and philosophic, we find England even more maryellously transformed than Japan. In India, however, change has been slower, and we are inclined to con-clude without consideration that it must be through something lacking either in her people or in the method by which they are governed.

The period during which India and Japan have come under "modern" influence began in the fifties of the nineteenth century, after the Mutiny in one case, and after Commodore Perry's visit in the other. Japan came out from seclusion after two and a-half centuries of undisturbed peace; India had to face the new conditions after an age of war and rapine in which the brief glory of the Moguls was the one opportunity for development:

Economically, the natural differences between India and Japan have been accentuated by artificial policies. There is a widespread idea that economic salvation lies in manufacture and export, involving the complimentary proposition that economic damnation lies in agriculture and import. It is a line of thought which, pursued any distance, lands one into all sorts of absurdities, but which, at the outset, is not unattractive. Japan and India have often been contrasted as showing the difference between a country which manages its own affairs for its own advantage and

one which is managed by somebody else for their advantage.

Unfortunately, there are several salient facts to excuse the conception of India in the latter character. There is a cumbrous and costly India Office, maintained from Indian revenues, but of dubious utility to India; there are such things as the refusal to let India mint its own gold, the flotation of loans in London that might have been disposed of in India; the keeping of the gold reserve in London; the cotton excise duties—a frank if somewhat shameless avowal that India's chief use is to support the British manufacturer. The pension list is in itself an economic disadvantage, but may be regarded as a minor handicap.

Japan has none of these disadvantages, though she has others from which India is free. It is yet too early to say whether the fiscal freedom which Japan enjoys, and her enjoyment of which excites the natural envy of Indian politicians and even of Anglo-Indian officials, has been used wisely and for her ultimate benefit. It is certain that the protective system has given rise to many ventures in manufacture and an amount of industrial activity which Indian captains of industry—not to speak of Indian journalists and orators—desire in vain. It may be a poor consolation to the Indian, but it is certainly a fact that where, in a country which has practically free trade, an industry makes headway, that industry is undoubtedly a sound commercial proposition. It is doubtful whether any of Japan's new industries could survive the withdrawal of the protective tariff.

THE BRAND OF THE HELOT.

The moral injustice of maintaining a colour line in "the atmosphe," of pure study " and of enforcing subordination of the Provincial Service to the Imperial in college teaching is passionately set forth by "Arcades Ambo" in The Modern Review:

The educational officers under our Government are sharply divided into two mutually exclusive and jealously separated classes; one, the superior or Imperial Service (I.E.S.), with pay tanging from Rs. 500 to Rs. 1500, amounth and the second, the Provincial (P.E.S.), with pay ranging from Rs. 200 to Rs. 700. No Provincial is, as a rule, promoted to the Imperial Service.

The superior service is practically reserved for Europeans, and the inferior for natives, though the two classes of officers usually

do the same kind of work.

In many colleges we have two professors, occupying parallel chairs, each teaching the highest classes in his own subject; but the native, being a Provincial, is considered as junior to his Imperial colleague, who belongs to the Imperial service—for every P.E.S. officer, however high his pay and long his service, is junior to every I.E.S. from the day he enters the service. service.

No native of Bihar or U.P. has been appointed to a college chair in the I.E.S. and no Bengali since the admission of Mr. Harinath De, twelve years ago. There are, no doubt, a few Europeans in the P.E.S., but they occupy an abnormal position and enjoy a preferential treatment: on their first appointment they are enrolled in one of the higher grades of the service, above native officers much older in standing who native officers much older in standing, who had started, in normal course, in the lowest grade; besides, these European Provincials are often given special promotion over the heads of their native equals and seniors, so that, after a comparatively short service, they draw very handsome salaries in the topmost grades of the P.E.S. Thus, in effect, the I.E.S. is the white service, and the P.E.S. is the black service. Our professors, according to their race, are kept in two watertight compartments—or, in the singularly felicitous language of Sir Valentine Chirol, "in two separate pens.

The English Public School ideal, upon which so much stress is put, is not realised in the Indian Colleges, as intellectual sympathy is hardly possible between the European professors and their Indian pupils. But the chief argument for admission to the I.E.S. lies in the number of Indians who have taken the highest degrees in England and India, and in the fact that the Englishmen who now go out to India are less highly qualified than formerly:—

Our European professors of an earlier generation contented themselves with mere lecturing—they hardly ever met their stu-dents outside the class-room. In these respects they were nowise better than their native colleagues. But even in that age,

the native professors of private collegesand of many Government colleges, too-did mix intimately with their pupils. After this, to condemn the old generation of native professors as mere bookworms, ignorant of the modern educational ideals -is to add insult to injury.

MEAT DIET IN ANCIENT INDIA.

Full of the most interesting facts is this paper by Dvijadas Dutta in East and West. Science, he observes, has not attempted to determine by experiments human prolificness, as affected by different systems of diet. Human fecundity still remains a mystery too sacred for the impertment fingering of the experimentalists. Here one has to be content with general conclusions drawn from what one sees around him, and also draw help from the accumulated experience of the past:--

That the sexual instincts are stimulated by indulgence in meat food, is a fact of common experience. For this reason alone and no other, young folks often prefer to be vegetarians. This is the underlying basis of the old Hindu practice of Brahmacharyya-recommended for young students of the Vedas. It is a fact of common observation that among the lower animals the most prolific is not the vegetarian horse or elephant, but the meat-loving cat, dog, or tiger. True, as Mr. Newcombe says, "differences of character and physique are chiefly due to local conditions." But between the beef-eating Mohammedan or Christian or animists and the beef-hating Hindu, both living in one neighbourhood, and therefore under the same local condi-tions, one has to find out why the Mohammedan increase should be 6.6, the Christian 32, dan increase should be 6.6, the Christian 32, and the Hindu only 5 per cent.; one has to find out why with Hindus, Mohammedans and Christians living side by side, barrenness should be peculiarly the complaint of the beef-hating Hindu, why the childless Hindu, man or woman, should so often be seen going about to look for an adopted son from among the sons of his clansmen, to forestall the extinction of his line. men, to forestall the extinction of his line, while, on the other hand, his beef-loving Mohammedan or Christian brother often has more children than he is well able to maintain.

A LAND WITHOUT LIBERTY OR JUSTICE.

PORTUGAL UNDER THE REDS.

When the "Reds" expelled the "Blacks" from Portugal a few years ago "friends of liberty" rejoiced-according to Philip Gibbs in The Contemporary Review—somewhat prematurely, for he says, "there is neither liberty nor justice in Portugal to-day."

It would appear that the possibility of "royalist plots" has given the Republican Government an opportunity of imposing a minor reign of terror, in which any man or woman is liable to summary arrest and imprisonment without trial.

Mr. Gibbs makes our flesh creep; but if things are as bad as he paints them, it is difficult to imagine the Government affording such excellent opportunities for their crimes to be published abroad with such wealth of detail. Apparently, Mr. Gibbs found no difficulty in visiting and chatting with a number of citizens who are awaiting trial in Portuguese prisons. It is quite evident that the Government are making many breaches in the letter of the law; but, then, what Government does not permit itself this privilege? Blind to-day and argus-eyed to-morrow. Mr. Gibbs states than 90,000 persons left Portugal in 1912.

The people of Portugal are being governed by a devilish tyranny which is ruining the very soul and body of a nation which once played a noble part in history. To England, who once rescued it from foreign dominion, there comes a cry for help and intervention from those who are falsely accused, and falsely imprisoned, as victims of this reign of terror. I was asked to carry that appeal home to my countrymen from the prisons in which I heard so many tales of tragedy. Will England turn a deaf ear to that tragic cry? If so, we have lost all spirit of chivalry, and that love of justice which made us great among the nations of the world.

After all, the Portuguese are neither Macedonians nor Armenians, and Portugal must hold some strong man who will save her from tyranny, even that of the Carbonaria or the irritating acts of the Formiga Branca.

"THE NIGHTMARE REPUBLIC."

Francis McCullagh, in the Nineteenth Century, does not mince his words, and trounces the Republican leaders in Portugal as an impossible set of scoundrels; his argument is briefly that constitutional government as understood in Britain is a plant which cannot flourish on the soil of her old ally. Mr. McCul-

lagh then asks a question, and proceeds to give at least a plausible answer. He says:—

How is it that a country which produced so many great men in the past should suddenly have ceased to produce any? How is it that this high-spirited people, who were once afraid of nothing on earth, should allow themselves to be terrorised out of their wits by a more or less contemptible secret society?

The story of Portuguese decadence is a long story, most of the causes of which are already known. One of the best known of those causes is the loss of the richest colonies, on whose easily acquired gold the Portuguese had become dependent. But two less known, though potent, factors in the enfeeblement of Portugal are (1) the excessive drain made upon the manhood of the country by exploration, colonisation, and war; (2) the adulteration of the race by East Indian, Brazilian, and especially by negro blood.

THE REIGN OF RASCALITY.

Equally trenchant is the article in The British Review, from the pen of V. de Bragança Cunha, on "Signs of the Times in Portugal." The evidence given is sufficient to show that the state of affairs cannot be worse in any part of Europe than that which exists in the latest of European republics. The ancient glory has departed with a vengeance, and the future does not look encouraging; but the writer evidently is of opinion that a little outside criticism cannot worsen matters. concludes:—" Foreign nations have, of course, no right to sit in judgment on the internal affairs of Portugal. southern politicians, when they are too angry at a reproof of themselves, may sometimes be prevailed on to contemplate their own faults by seeing their effects upon the people of other coun-

HOW SWEDEN IS DEVELOPING LAPLAND.

A sympathetic and appreciative article on what Sweden is doing in Lapland to develop the country appears in the *American Scandinavian Review* for December, from the pen of Dr. Henry Goddard Leach, the editor.

The new Lapland, says Dr. Leach, is largely founded on iron. Its mines are very rich, and the Swedes are developing them with rapidity and thorough-

ness. Large engineering works enabling the utilisation of electricity for transportation in mining purposes are described. Speaking of Kiruna, the "industrial marvel" of Lapland, Dr. Leach compares it to an American mining town in its rapid growth.

In 1885 the region had not a single house. To-day it is a mining town of more than 10,000. It boasts of moving

picture shows and a Salvation Army. Its tram line, the most northern "trolley" in the world, collects 532,442 fares a year. The town fringes in a half-moon the eastern shores of Lake Luossajarvi, sloping like Naples to the Bay, while the iron mountain of Luossavara, behind it, adds a Vesuvius to the comparison. Luossavara is the property of the Swedish nation. The nation also owns an interest in the loftier iron mountain of Kirunavara, on the opposite side of the lake, a mighty hill of iron, estimated to hold 740,000,000 tons of ore, containing as high as 70 per cent. pure metal. The workmen of Kirunavara are said to be the highest paid miners anywhere east of the Alleghanies, and though the work is in its infancy, the mines are beginning to yield the Kirunavaara-Luossavarra Company 3,000,000 tons a year.

The director of all these operations is an interesting example of modern industrialism named Hjalmar Lundbohm. He is addressed as Doctor—"Disponent"—of Kiruna. He is "a geologist with marvellous administrative powers," a patron of the fine arts, an art critic of no mean ability, and "a civic and social reformer and educator in the

broad sense." Of his efforts to better the social condition of the workmen under his care, Dr. Leach says:—

Among the model institutions which Disponent Lundbohm has established in Kiruna is an out-of-doors "school" for the small boys of the town during the summer vacations. Youngsters of ten and twelve impress themselves voluntarily into the public service in section gangs to transform rocky paths into highways and to grade neat little lawns in front of the cottages. They receive a small payment for the day's fun, and I have never known boys to do anything resembling work with such vim and rivalry as these youngsters handle their pick-axes and push their wheelbarrow's loaded with stones—at least, not outside the pages of "Tom Sawyer" or "Huckleberry Finn."

The mining company that operates Kirunavara is constantly striving, under Dr. Lundbohm's direction, to aid and educate the community. It makes loans to builders up to three-fourths the value of their properties. It provides excellent schools and libraries. A few years ago an art exhibit was held in Kiruna, and last December the new Lutheran church was dedicated.

CORNERING COFFEE.

The present status and possible results of the attempts made by the Brazilian State of Sao Paulo to maintain the price of its chief product, coffee, the much-discussed scheme of valorization is the subject of an article by Signor Elmo de' Paoli in the Ritorma Sociala, the Italian review of Turin. This action on the part of the State Government has been characterised by those who approve it as a notable instance of economic foresight, and by those opposed to it as an unwarrantable effort to secure and sustain a monopoly of one of the staple products.

The fall in the price of coffee, resulting in a minimum quotation of 30 francs for 50 kilograms (110 pounds) in 1902, and the consequent impoverishment of the coffee planters of Sao Paulo, made a strong appeal to the State authorities, and seemed to them to invite official action, more especially as the State revenue derived from taxation would be greatly reduced thereby. Many different plans were proposed, and efforts were made to form a commercial syndicate that might be powerful enough to steady prices, but these

efforts were ineffe tual. Finally, however, the immense crop of coffee raised in Sao Paulo in 1006-7 amounting to 20,100,000 bags, more than five-sixths of the world's supply, while the world's demand was but 17,108,000 bags, brought matters to a crisis, for it was regarded as indubitable that should this enormous quantity of coffee be thrown upon the market a disastrous break in prices would ensue

This consideration served to determine the initiation of a policy that had long been urged.

It was believed to be demonstrable that an exceptionally large annual crop was always followed by two or three short crops, and that at the same time the world's demand was steadily increasing. Hence there was a tan promise that if the surplus product of an innusually fruitful year could be reserved, it could be gradually worked off in the succeeding years without causing any tall in prices. To attain this end, the Greeninger of Sao Paulo finally determined to get the market as a buyer. Consider, by Height was experienced in securing the ficelessary funds, as in the absence of graduated by the Federal Government of Brazil, foreign bankers were somewhat disinclined to advance money. Here yellower two

loans of £3,000,000 were secured, some additional support being provided by the imposition of an export tax of 3 francs on each bag of coffee shipped to foreign ports. The State Government now proceeded to buy up coffee, offering a price somewhat higher than the current one. This naturally resulted in the accumulation of a large stock, and although a third loan of £3,000,000 had been obtained in 1907, by the time the State had secured possession of \$3,475,000 bags of coffee, in 1908, the difficulty of working off the stock without demoralising the market became apparent, more especially because little confidence was felt in the ability of the State to keep its holdings and at the same time satisfy the obligations already incurred in the operation. A somewhat unsuccessful attempt to unload a part of the accumulations served as a danger signal, and recourse was finally had to a syndicate of bankers, who advanced £15,000,000 to the State of Sao Paulo, with the guarantee of the Federal Government, on the express condition, however, that no further purchases should be made by the State and that the syndicate should have a controlling voice in the disposition of the stock.

As it was now felt that the product was held by financial interests amply able to handle it, the market was steadied, and prices soon began to advance, rising in two years' time almost 100 per cent. At the higher figures it has been a comparatively easy task to

unload enough for the extinction of the indebtedness incurred, and yet leave some 3,000,000 bags of coffee as the property of the State, which would thus seem to have unrealised profits of about £10,000,000 on its operations, if the present high prices continue to rule.

Of eventual results, Signor de' Paoli writes as follows:—

From what we have said it appears that the natural development of the present situation, artificially created and sustained, will result in a new over-production, and this not in Brazil only, for other coffee-producing lands may increase the quantity of their production, as the commodity can now be sold at such a remunerative price. Certainly the State of Sao Paulo would find itself much better able to meet such a crisis than it was in 1006, but very probably the trouble may be avoided—to a great extent, at least—for there are strong indications of a tendency on the part of the planters to raise other crops, such as rice, corn, sugar, and cotton, instead of confining themselves exclusively to coffee.

rice, corn, sugar, and cotton, instead of confining themselves exclusively to coffee.

As we see, the last word in regard to the success of this gigantic enterprise has not yet been spoken, and it is still impossible to determine whether the advantages or the disadvantages predominate. The future alone can decide whether it shall provide a permanent and durable gain for Brazil, or merely an ephemeral and

fictitious one.

WOMEN'S PROGRESS, 1913.

In her "Greetings for 1914," in the Englishweman, Mrs. Fawcett sums up some of the definite signs of progress shown by the Women's Suffrage Movement in 1913, both at home and abroad. Among the victories abroad are:—

The adoption of Women's Suffrage as the first measure passed by the first legislative assembly in the Territory of Alaska.

The Women's Suffrage victory in Illinois.
The passing of the third rending of a Women's Suffrage Bill in the Lower House of Denmark by 101 to 6, only 4 abstaining

The mention of Women's Suffrage in the Queen's speech at the opening of Parliament in Holland.

Evidence of the good result of the women's vote contributed by women from the enfranchised countries attending the International Women's Suffrage Congress at Budapest.

Three years ago Mr. Birrell said the time had gone by "for shuffling and delay," but in Britain shuffling and de-

lay are still pouring in copious floods from the Liberal Government. The promises of Mr. Asquith in 1911 remain unredeemed. As soon as the principles expressed by Mr. Winston Churchill at Dundee in regard to the Ulster problem are applied to the women's movement, the triumph of women's long struggle for freedom will be in sight. Mr. Churchill said:

I do not agree with those who say we should not parley with men who threaten violence and illegality. There is rarely violence without some cause. Liberalism is successful because it does not treat the symptoms, but always seeks the cause. When the cause is abated, the violence and the other ugly symptoms disappear.

WOMAN SUFFRAGE IN AMERICA.

The position of Woman Suffrage in the United States is the object of an article in the *Nineteenth Century* by Mr. J. O. P. Bland.

The writer says that the suffrage movement in England has undoubtedly been a factor in the increased activity which American women have displayed in their organised agitation for the vote since 1909, but the chief cause of the strength and of the success of their campaign has undoubtedly lain in the insurgent movement of the new Democracy. Hitherto politics in America had been devoted to mere business questions—railroad legislation, currency reform, the tariff, etc. An arousing of the national conscience was needed to realise that "business" had been largely responsible for the increasing burden of social and economic evils; and it is with the new spirit of counting the human cost that American women in the enfranchised States have been consistently identified. In the Western States women have voted for men identified with progressive practice, independent of party; and, above all, their efforts have been directed towards the abolition of child labour. They have entered the political arena because the business of government is a matter of vital importance to the eight millions of women in America who work for their living. If there are no militant suffragists in America, it is because women there are not driven to militant tactics. At the same time, while recognising the inevitable, the writer is not without some misgivings as to the possible effects of woman suffrage. The average man, he says, feels vaguely uncomfortable at the prospect of women in the political arena because of their social and intellectual superiority. He realises that if there is to be equality of opportunity and influence he must bring himself up to the level of his womenkind in general culture—which means that the woman's question ultimately becomes not only a question of conferring equality upon women, but of securing it for men, as the writer expresses it.

INDIAN WOMANHOOD.

Writing in the Church Missionary Review Mrs. J. F. Hewitt refers to the want of respect accorded to Indian women, and gives this incident:—

An English-speaking native, of high birth, who was police superintendent in our district for some years, remarked to a young unmarried civilian how foolish it was for him to be unmarried. On hearing that the reason was that the voung official did not think he could at present afford such a step, he said: "Ah, that is what makes our system so much better than yours. My wife does not cost me much beyond an occasional garment, and the food I leave is enough for her." So much is this habit of treating women with little respect ingrained in society that it is difficult to break it down even among the Christians, especially the more ignorant ones.

The early marriage system has a direct bearing on this point, for it tends to retard women's progress and education. According to Manu, "the marriage of a girl is to be celebrated after she is seven years old, otherwise it becomes contrary to the dictates of religion." Mrs. Hewitt proceeds to say:

To be obliged to leave her home and to live in a strange house with a husband she has only seen once before, and for whom probably no affection has yet been kindled, is a sad lot for the little Indian girl, and often the young bride looks a very forlorn little mortal. We cannot save that the rights of Indian women have attracted greatly the consideration of the educated men in India. At any rate, reform has not come through them, but rather through the action of the British Government.

WHO IS TO HAVE JERUSALEM?

The Neutralisation of Jerusalem forms the subject of an article by Herr A. von Kirchenheim in the *Deutsche Revue*.

To whom will Jerusalem belong? he asks. The solution of this question, he replies, is quite an important part of the so-called Eastern Question. Con-

stantinople, of course, is the brilliant on the possession of which everything will turn—from the military, the political, and the economic side the most important; Jerusalem is the other precious stone for the possession of which men fought in the times of the Crusades and which again some seventy years ago became the cause of feuds and war. The question of the future of Jerusalem and of Palestine may not be exactly a "burning" one, but it is certainly one which the politician will have to consider very soon. In 1841 Moltke published details of a scheme for converting the city and a certain district round it into a German Principality. There were to be troops, a fortified place, and coast-land for access to the sea. The chief thing was to be the reconstruction of the internal administration in the Western European sense. From the German standpoint, the Powers, says the writer, could not now do anything better or wiser than give Germany the preference in Jerusalem. The question is, will the Powers consider Germany the most suitable country to take over the administration of this part of Asia Minor? At any rate, here is a practical opportunity, especially for England, to meet the wishes of Germany, suggests the writer. If not, some other method will have to be found. An effort might be made to declare this part of Asia Minor neutral. In that way not all the problems concerning the Holy City would be solved, but much cause for conflict would be removed. The fight for the possession of the Holy Sepulchre is indeed a complicated matter, but for Germany the chief question is the administration.

The writer describes a comparatively small district round Jerusalem, eastward to the Jordan, the Lake of Gennesaret, and the Dead Sea, westward to the coast, northward to Akka, and southward to Beersheba—the present admin-

istrative area of Jerusalem—which should at any rate be declared an extraterritorial neutral region, whether made quite independent or whether it is given a position like that of the Vatican in Italy; this would not cause any very great change in the present arrangement of things. The Lebanon might serve as a model. This is an autonomous province with a special Constitution and a Christian Governor, chosen by the Porte and with the consent of the Great Powers. There would be no difficulties about creating a neutral territory round Jerusalem with the organisation of which Turkey herself would be in agreement. Such a formation would be of the greatest value. It would not take much to defend the country, but the internal administration would be to create anew, and ruins would give place to industrial and commercial undertakings.

Who knows but that one day the ports and streets of this poor country might be filled with the wealth of two Continents.

In the same review there is an article by Signor T. Galimberti, an Italian deputy, on the position of the Papacy in Italy. In the early sixties, Lacaussade, then editor of the Revue Européenne, we are told, proposed to transfer the Holy See to Jerusalem. The representative of Jesus was to be protected by 50,000 troops drawn from all Catholic nations, and Turkey was to be neutralised and the independence of Egypt was to be proclaimed. There would then be no more Romish Question and no more Eastern Question.

PARAGRAPHS ABOUT PEOPLE.

In La Revue Princess Wilhelm Radziwill continues her interesting reminiscences of the Court of Berlin.

After another chapter on the Empress Augusta, she passes on to the Crown Prince, afterwards the Emperor Frederick III. When the writer arrived at Berlin, the Crown Prince had attained the age of forty-two. He was very popular, not only in the army, but among the people, and was familiarly known as "Our Fritz." His valiant

conduct during the two campaigns from which Prussia emerged transformed into an empire had won him the admiration of the most resolute opponents of royalty. He inspired respect and deserved sympathy, and there were many people who had placed all their hopes in him. With brilliant health, and in the plenitude of his fine powers, he seemed the living personification of a future which offered every chance of happiness. As time wore on, however, many anxie-

ties came along, robbing him not only of hope, but of confidence in himself and of faith in the possibility of ever being able to achieve the good which his great soul dreamt of doing.

Notwithstanding many points of difference between the Crown Prince and his father, their characters had many traits in common. Both were ready to sacrifice themselves for the good of the State, but with this essential difference, that while the Emperor never forgot the dignity of the Crown, his son thought more of the dignity of the person who bore the burden of it. Nevertheless, there was an abyss between the two men. The Emperor had grown up with the image of Napoleon before his eyes, whereas the Crown Prince had grown up with a Lassalle in front of his. This explains in part the difference between the two characters, but it consisted also in the distance which divided their respective opinions. The Prince had experienced the influence of the ideas which prevailed in the generation to which he belonged; his father had never known any conflict between the departing old and the young aspiring to take their place. In the Emperor's time there was no divergence of views between fathers and sons, but the Prince, with his excessively frank and generous nature, was a man ready to receive with enthusiasm any new idea which he thought would benefit his fellow creatures. Trained in liberal ideas by his mother, the Prince was, indeed, deeply imbued with the idea of his duties to humanity in general. His great mistake, if mistake it was, consisted in putting his humanity before individuals and nationalities. He was devoted to his wife, and had been much influenced by his father-in-law, the Prince Consort. He had, in fact, made the Prince Consort his model, quite forgetting that the position occupied by the German consort of Queen Victoria in a constitutional country like Great Britain could not be compared to that of the legitimate sovereign of Prussia.

It would not be easy to find a more amiable nature than that of the Crown Prince, continues the writer. He was, she says, the incarnation of all that was

noble and good. Merely to talk to him or to be in his presence made people better. He was high-souled and most intelligent, and he had a mind straight and true, and a tender heart. His life was as heroic as was his death.

TWO ROYAL PORTRAITS.

Readers will appreciate the close study of Tsar Ferdinand by Spencer Campbell, and the sketch of the political aspects of that half-revealed figure the Archduke Franz Ferdinand by Edith Sellers, in the Fortnightly.

Ferdinand's career is followed with sympathetic but critical appreciation, and one sees a man lacking in many qualities necessary to his position, but possessing many compensating virtues, as suggested by Mr. Spencer Campbell:

In one point Sofia leads the world. The Court is the purest and simplest in Europe, and Ferdinand can look back on a life unsmirched by the faintest breath of scandal. There are few gaieties, and those of the most primitive kind. He himself does little outside his work, save stroll with a dog in the Palace grounds. His love of nature is extended towards animals, and should any member of his staff be the master of an ailing dog, the Tsar is as punctilious in his inquiries as if the sufferer had been one of his children. Another illustration of his natural history tendencies is his insistence on each child possessing one hobby or pursuit in this direction.

Regarding Ferdinand in his tamily, one sees a prosperous, contented student, who is, nevertheless, a shrewd man of the world; taking him in his position as a king, one sees a clever, imbroos momarch, a skilled diplomitist, well versed in all the questions of the day, but perfecting the torthous paths to the straight, ield often failing through over smallery. Volutious straik of pitting I liness, more often seen in a woman that a man, semighating the shadow of these two inferences in the shadow of these two inferences in the shadow of these two inferences. It is superfluous to add that his mignets are perfection. The Bourbon olded guarantees that.

Miss Sellars outlines "The Future Emperor-King's Political Programme," from which the reader gains overy clear insight into the difficulties which beset the Archduke's mission as the outroller of Austria's destiny. He is redited with the desire to substitute the policy of Federalism for the present Dualism.

which ignores the interests of Poland and Bohemia. As a friend of the priest the Archduke is regarded as the champion of Catholicism, and, strangely enough, this partiality for the Jesuit does not imply the reactionary policy which in most countries is associated with Clericalism. As the writer explains:—

To English folk the thought of Jesuits as social reformers may seem as fantastic as to certain Austrians the thought of Franz Ferdinand as the saviour of his country. In most lands, to install them as the directors of reforms would undoubtedly foredoom the reforms. But Austria is not quite as most lands. A great part of the Empire is still somewhat mediaeval in many respects; and the Jesuits, it must not be forgotten, have long plaved a popular role there. Already, years ago, they took the lead in denouncing the great capitalists as the oppressors of the poor, and began clamouring for social and political reforms; above all, for Universal Suffrage. It is through their influence, in a great measure, that the Austrian Church is become democratic; and her political representatives, Christian Socialists. Thus, if great social reforms are to be made, they might perhaps be made as easily through them as through laymen, especially as they would have lay expert official advisers. And the Archduke would no doubt rather have them than laymen as his lieutenants in social work.

If the Archduke lives to impose Federalism and to initiate much-needed social reforms he will vie with the German Emperor as the strong man of Europe.

THE RIGHT HON, AMIR ALL

The *Indian Review* contains a character sketch, the work of Mr. S. Z. Ali, B.A., of the first Indian to be sworn in to the Privy Council:

Among the present-day leaders of India, the Right Hon. Amir Ali holds a very high place. He is the best product of modern Mohammedan India. He is an ornament to his country, and an object of veneration to the Moslem world, wherein he occupies a unique position. As a leader and representative of Indian Mohammedans he is well known in England and India; as a Moslem jurist he has no equal; as an interpreter of Islamic history and belief he is recognised, on all hands, as an authority; as a reconciler of Islam with modern progress and enlightenment, he perhaps stands without a rival; as a stout champion of pan-Islamic interests, he is known all the world over.

Born in India, Mr. Amir Ali was a student at Hoogly College, passed his B.L. examination, and finished his legal studies in England. He joined the Calcutta Bar, was appointed chief Presidency Magistrate, and eventually became a High Court Judge. Since he retired and settled in England his activities as President of the Moslem League are well known:

Mr. Amir Ali is indeed a unique personality. Oriental by origin, Western by education, and thoroughly English in spirit, he combines in himself the best traditions of the two continents. While adhering to his own faith, he displays a catholicity that is rare even among Occidentals. His latitudinarian principles and electic views, conserving as they do the "Spirit" of Islam, command the respect of non-Moslems and Moslems alike. A man of powerful convictions, he is never wheedled out of his convictions by official preferment or sentimental blandishments. Whether in office or out of office, at the bench or the bar, in Provincial and Imperial Legislative Councils or the King's Privy Council, in India or England, he pins himself to his policy. His political instinct never fails him. A sauve and persuasive negotiator, he is in the possession of a great driving force. He has all the attributes that go to make up a leader—education, position, earnestness, self-sacrifice, moral back-bone, clear foresight into results, and, above all, conviction.

THE GAUGE QUESTION IN GERMANY.

In view of the decision of the Commonwealth Government to adopt the 4 ft. $8\frac{1}{2}$ in, gauge, considerable interest attaches to an article by Franz Woas, one of Germany's foremost Government engineers. He proposes a very radical remedy for the shortage of freight cars in Germany. His argument is the railroads have "outgrown their clothes."

In other words, the freight cars used are too small to handle the huge volume of modern traffic. Obviously it is easier and quicker to empty a bucket of water by means of a dipper than by means of a teaspoon. He therefore proposes that to make their operation feasible the present gauge of 4 ft. 8½ in, should be

changed for a gauge sufficiently broad and well-ballasted to stand the impact of such heavy cars. Commenting on this plan, the Superintendent of Freight of the New York Central remarked, "That man is twenty years ahead of the times." The proposition is, in fact, more revolutionary in Germany than it would be in the States, since the standard American freight cars are of forty tons' capacity, while in Germany they still use the tiny ten-ton cars of former days.

Mr. Woas argues vigorously in favour of his plan in a recent number of the German technical magazine, the Technische Monatshefte. He points out that the so-called normal gauge of 4 ft. $8\frac{1}{2}$ in. was adopted by Stephenson, the "Father of Locomotive Building," from the width of the farm waggons used in country roads and lanes. Since Stephenson's day, however, the world has seen a stupendous increase in the output of coal and ore, in the growth of population, in manufactures of all sorts, and in both domestic and foreign traffic and in both raw and finished products.

The roads themselves don't realise their enormous waste of time and money because they possess a monopoly. For passenger traffic the normal gauge may suffice a while longer, though even to-day it is worth considering whether city roads, and, above all, express trains, should not have a wider gauge. But big industries must have broadgauge roads if they are to develop unchecked. The width of this new gauge depends on the judgment of the engine-builders and car-builders. The latter must tell us what gauge is needed to bear rooton cars. A firm in Aix tells me that with a two-metre gauge (about 6 feet 6 inches) properly constructed they could furnish an exceptionally suitable and advantageous too-ton car. These must replace the tenton cars now in use, which are mere toys.

The chief objections to such a radical change both in size of car and breadth of gauge, are, of course, financial. Such alterations in tonnage and gauge would involve a corresponding alteration in bridges, tunnels, cuts, embankments, etc., and the ultimate cost would be enormous. Mr. Woas does not fail to foresee this difficulty, but is firmly convinced that the end would justify the means. Moreover, he suggests a practical plan of making a beginning by building such roads at first only between

the great producing centres and the great distributing centres. Thus coal and ore mines, for instance, would be connected with foundries and iron works.

Mr. Woas, however, invites the most extensive consideration and criticism of his plan, and in a later number of the same periodical a civil engineer, Mr. P. Schmidt, of Hamburg, accepts the challenge. He is of opinion that there are several other serious difficulties in the way. For instance, shipments of 100 tons at a time might be common enough in the case of raw products, such as coal and ore, but when we come to manufactured products, what dealer is in the position to order 100 tons at one shipment! And if he did the works would doubtless reply that he could have a part of his order furnished from stock on hand, part would be ready in two or three weeks, and the remainder would be sent still later. Another point he raises is thus expressed: -

A buver who now orders a ten-ton shipment would have to take 100 tons every ten days. To unload this properly he would need ten times as many men, who would thus be idle in the interim. Small buyers would have difficulty in commanding either cash or credit sufficient to place such a large order.

Mr. Schmidt objects also that all the accessories, such as the size of buildings and their distances, the height of lifting-cranes, the unloading arrangements, etc., would have to be altered for the big cars. He advises as an alternative remedy the development of the canal system throughout the country to relieve the congestion of the railroads. He suggests also that freight and passenger traffic should be entirely separated, so that freight trains would no longer have to be switched off to allow express trains to pass

To these cricitisms Mr. Woas returns that a reconstruction is inevitable, and need be very gradual, but with a definite goal in view; that the roads will hardly care to divert their traffic into a canal system; and finally that there are big prizes to be won by the solving of problems of unloading and of systemisation.

THE PAMPERED PIONEER.

In the old days those who responded to "the call of the West" were involved in a hand-to-hand struggle with the wilderness, and only the toughest survived. All this, however, is rapidly becoming a thing of the past, and the work of the pioneer has been reduced to the mere business proposition of "Where shall I farm?"

In the Canadian Magazine, George Sherwood Hodgins gives particulars of the offer now made to settlers by that marvellous organisation, the Canadian Pacific Railway. The scheme provides a dwelling-house, barn, fences, a well, and a portion of their farm ready cleared, ploughed and seeded. The settler takes possession and pays for his farm over a period of twenty years, 6 per cent, per annum being charged on the outstanding capital. That some encouragement is needed for settlers to take up the responsibilities of farming can be seen from the figures. Out of a total immigration of 354,237 (1911-12) only 39,151 applied for homesteads, and it is estimated that the C.P.R. attracted to its ready-made farms about one-fifth of one per cent. of the total immigration during the year 1911-12.

The writer gives some idea of the great irrigation scheme which has been financed by the C.P.R. with a view of enabling the settler to establish himself without undergoing a protracted period of excessive discouragement. Canadian

statesmen have been quick to recognise the great importance of utilising the financial strength of the C.P.R. for the more rapid development of the country:—

In 1894 the Dominion Government withdrew from sale and homestead entry three million acres of land in Southern Alberta. This tract was transferred to the company on its undertaking to construct an adequate irrigation system. The Government agreed to permit the waters of the Bow River to be diverted, and 2100 cubic feet a second to be diverted, and 2100 cubic feet a second to be taken therefrom for use in the western section. The water from the western section is drawn off inside the limits of the city of Calgary. From there it flows south and east through the main canal, which is seventeen miles long. The canal is sixty feet wide at the bottom, and one hundred and twenty feet wide at the waterline. The water is ten feet deep. The main canal delivers water to a reservoir for which a natural depression in the ground has been utilised, and by the aid of an earth dam a body of water three miles long, half a mile wide, and forty feet deep, has been created. From this reservoir the water is distributed by a system of secondary canals aggregating 250 miles. From the secondary canals distributing ditches come off, making a total of about 1300 miles.

The irrigation block contains, roughly speaking, equal portions of irrigable and non-irrigable land. A farm having "wet" and "dry" land is called a combination farm, and to these the ready-made farm idea is also applied. In designing the system, the object was to obtain the greatest number of "combination farms" in any given tract. The Canadian irrigation laws regard the waters of Alberta as the property of the Crown, and a title given for water rights is equal to a title to land, and consequently there has been no litiga-

tion involving water rights.

MILITARY AND NAVAL MATTERS.

TO ARMS! TO ARMS! YE BRAVE!

When the soldier takes to the pen his outstanding qualities of direct thought and speech are usually assets to be envied by the professional writer, who is handicapped by a too comprehensive knowledge of the side issues which cramp the main line of argument.

In The Nineteenth Century, two soldiers take up their positions—and hold them. Lt.-Col. Asager Pollock entitles his remarks "Our Perishing Army," and, after covering much familiar

ground, makes once more the very necessary point that the one inducement which will work wonders in recruiting in Great Britain is to give a definite promise of civil employment following discharge with a "very good" character. As Colonel Pollock says, there would be a veritable rush. It is the simplest remedy, and easily capable of immediate application, and therefore apparently beyond the vision of the truly remarkable men who control Army affairs on behalf of a bewildered nation.

Major-General Sir William G. Knox literally comes to the charge with his "1914—The Sword of Peace." The article was evidently written as a joyful duty, and chastisement is administered right and left in the best paternal style. The argument is not new, but expressed in terse, lucid sentences:—

Organisation, as Shakespeare in his exhortation declares, is the work of peace. The masses of untrained, disorganised, unconditioned, unofficered, undisciplined men who would offer service to prove their right to the name of manhood when danger looms, would of themselves create panic and disorganisation. This is the danger that with very little trouble we can avoid, and the material employed, if handled carefully, can weld and temper a veritable Sword of Peace. The ingot for the blade must be forged on principles, the first of which is "The life of a citizen belongs to his country." We must invoke some aid to resuscitate within us this first germ of virility. The Press can do it if it chooses, for the cast of our newspapers is usually the cast of our newspapers is usually the cast of our minds. The Churches can and do help in a spasmodic way, but cannot both Press and Church inspire and reincarnate our modern manhood with the glorious spirit which was once a religion with our forefathers, who not only bore arms to a man, but underwent the task and duty of training to arms?

OUR THIN LINE OF RED.

Major G. W. Redway in *The British Review* submits "Our Army System" to severe criticism, and urges a fuller realisation of its deficiencies. He rests practically the whole of his argument on the War Office admission—that Great Britain is short of the necessary establishment by no less than 80,000 men, and draws the deduction that "either the establishment is excessive, in which case the taxpayer has been asked for more money than is necessary, or the country is being deprived of the soldiers it needs for its protection."

Major Redway is evidently of opinion that it is the business of the War Minister to provide these men rather than extensive excuses explaining their non-existence. We have the following suggestion as to the possibility of present reform:—

Act an energetic, able, and conscientious man at the head of the War Office might do the State some service even as matters now stand. He might, for example, sweep away three-fourths of the senseless code

that goes by the name of "military law," and allow officers to administer "The Army Act" pure and undefiled. He might curtail the period of foreign service which presses hardly on soldiers to whom furlough was promised. He might apply to the officer that clause of the Pav Warrant by which even a soldier is left one penny a day. He might expand the war establishment of a division by distributing 4000 extra riflemen among ninety-eight companies, in such a manner as to add 50 per cent, to the firing line. On the same principle a cavalry division could absorb an extra 2000 rifles or sabres, and thus increase its fighting power by 50 per cent.

Few will question the criticism that Britain could get greater value from the service if the "pipe-clay element could be eliminated, but then the traditions must be respected and even failure in time of war is powerless to induce adequate reform; officials are brotherly enough to cover the patchwork which just passes muster."

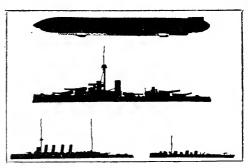
Major Redway holds that "men must be had," says a good word for the press-gang in passing, and suggests that honest conscription after the French pattern is necessary, and, presumably, inevitable.

ARMY OR NAVY WHICH?

In the Fortnightly Review there is an attack on "The National Service League" by an anonymous "Islander," in which he characterises certain proposals of that body as being "little short of murder."

The writer regards the campaign for conscription as one against British liberty and, what is worse, actively supported by concealment of the facts of her real position and the actual fighting strength of her Army and Territorial Forces. The movement, "Islander" contends, is being deliberately "engineered throughout the country with view to flinging the people of the United Kingdom into the maelstrom of militarism which is threatening economic ruin to her neighbours." The agitation is traced to the fact that the endurance of peace is inimical to the interests of the Army officer, who, with a fine spirit of adventure, seeks "a wider field of employment." The article is penned to show that Britain falls or stands by the Navy, and that her present expenditure for purposes of defence has reached the limit. The writer asks:—

Where are the advocates of the new policy to get their money? Any scheme, however modest, would eventually cost from £8,000,000 to £15,000,000 annually. It is proposed that the State, as a beginning, shall demand four months' service from the wage-earning classes. Are these same classes also to find the money for this new experiment, which cuts across the story of our national development? The truth is that all the various schemes for military aggrandisement are as hopeless financially as they are dangerous. They are hopeless on economic grounds, because the country will not bear the financial burden—indeed, cannot bear it, and they are dangerous on national grounds. They are perilous, because once we become a military Power. Continental nations would compete with us more keenly than ever for naval power in order to prevent us from securing safe transport for the British Army to the Continent. The naval power which they created in these circumstances, as a means of self-pre-ervation, would be available in an emergency as an instrument for destroying the British Empire. Once we lost command of the sea in these conditions, we should not only have a vast conscript army locked up in these islands unable to take its place on any Continental



A ZEPPELIN, A DREADNOUGHT, THE "AUSTRALIA," AND A DESTROYER, TO SCALE,

battlefield, but we should have imprisoned in our midst the small professional force which is essential to the safety of India and the oversea Dominions if the unexpected should happen.

The plain truth is that for normal purposes of defence Britain is well placed, and if the £50,000,000 absorbed by her Navy cannot secure the Empire from attack, a few more army corps will avail her nothing.

OLD FAITHS AND NEW.

An outstanding feature in the progress of Western civilisation has been the decline in the power of the Churches; but as the Churchman has been relegated to the background, those who recognise the deeper significance of spiritual truths increase in numbers and influence until the Churches can no longer pretend to guide the hearts of the many who desire to realise the powers of righteousness. Both China and Japan are concerned to utilise the incalculable forces of religious feeling in their present developments. Masataro Sawayanagi, the President of the Imperial University, Kyoto, writing to the Lapan Magazine, says:-

How to create a stronger aspiration after faith among the people is one of the pressing problems in Japan. It is a task involving tremendous difficulty. Belief does not always come by merely hearing a sermon or two; it is difficult even when one has the will to believe. One may be driven to a conviction of the necessity of faith, and pass through much mental agony in a search to attain it, yet when he goes to a Christian church or takes up the study, say, of the Zen teaching, he does not easily

get rid of doubt and reach a stage of screne belief. It seems to me this is because men misunderstand religion. It is not something to get: it is rather an atmosphere to live in. If we are to find God may it not be by abiding in Him rather than by endeavouring to contain Him? What Japan lamentably lacks is this atmosphere. Listening to evangelistic orators and trying to catch the inspiration of great teachers are all well enough, but what the nation needs most is to create an atmosphere where religion can feel at home and grow till all men are enveloped in it. Let this divine atmosphere pervade the home and the community, and the miasma of irreligion must inevitably disappear.

While Japan is attempting to approximate something of the Christian atmosphere, China, according to Bradley Gilman in the American Review of Reviews, is striving to revive its ancient faith. Lacking a living leader, Mr. Gilman suggests that—

The Chinese may call upon Confucius, and unite the several diverse provinces under potent bond of religious fervour. However, the influence of the great ethical teacher may have waned during the past century, he has not become a negligible quantity, as the recent surprising obser-

vance of his birthday (September 27th) fully attests. About a week before that date a circular letter was sent to all governors of provinces setting forth the virtues of Confucius. The intention was that this statement should be presented to local magistrates, and by them be brought before the plain people. Thus a way would be prepared for the subsequent elevation of the great and honoured sage as the true leader of the new republic. Naturally we would expect him to be held most highly in honour by the old dethroned Manchu dynasty. 'Young China,' however, realises that the country greatly needs both a leader and religion, and that these two needs could be met by a revival of the

Confucian cult, probably in a modernised form. "Young China" is willing to concede much, if only it can gather in most of the factions, conservative and radical, throughout this heterogeneous nation. At one celebration, not far from Canton, hymns in favour of Confucius were sung by four graduates of the Canton Christian College; and the words were set to the music of "Ye Banks and Braes of Bonnie Doon," and to a favourite Methodist melody. The effect of this year's observances is to suggest the conjecture that China's awakening may have to be primarily religious, and secondarily political. What will result from this call to Confucius?

GIVING BABIES VOTES!

Mr. W. T. Stead not only advocated votes for women, he urged that every member of the family, including the baby in arms, should have a vote. Until the children reached 21 the franchise should be exercised on behalf of the boys by the father, of the girls by the mother. This idea has been adopted by those who are striving to find a means to check the wilful depopulation of France. The British Medical Journal thus refers to the various schemes which have been put forward:—

Among the remedies which have been suggested for the re-population of France, which is becoming more and more acute, have been several affecting the disposal of property. One proposal is that every estate should be divided into four parts, those not going to children being confiscated by the State; another is complete exemption of large families from taxation. Another suggestion of a different kind, which, though much less drastic, would probably be much more effectual, has recently been made. This is to incorporate in the scheme of electoral reform now under discussion the principle that every living French citi-

zen should be represented, including women and children. While waiting for female suffrage every head of a family should have as many votes as he represents persons-one if he is a bachelor; two if married, without children; three, four, five, etc., if he has one two, three children, who do not themselves vote. This seems logical, and would give men who do not shirk their duty as citizens a plural vote, which would have to be reckoned with. Fathers of families would no longer be crushed as they now are under military burdens pro-portionate to the number of their children, and under taxes on food and houses, which increase with the number of little mouths there are to fill. At every turn of legislathere are to fill. At every turn of legislation—fiscal, successional, military the influence of big families would come into play, because they would be effectually represented and defended, and because they would count at the poll, and therefore could not be neglected by politicians out to catch votes. The force of the big family may thus become a lever which by continual movements would adwhich by continual movements would adjust the balance of political power, and the result might be a gradual modification of the mentality of a people which has no longer the wish to reproduce itself, and in this way is manifestly tending to national extinction.

INTERNATIONAL POLITICS.

President Wilson's Latin-American Policy is the subject of a very instructive article in *The Contemporary Review* by A. Maurice Low, who has evidently a small opinion of the average Amercan's knowledge of world affairs. There is, however, an exception to this ignorance, for—

when you talk about the politics of Latin-America, then the American begins to show an interest. That, he says, "is where we

belong. Scratch Latin-America, and vou find the Monroe Doctrine. To the American the Monroe Doctrine is like God or religion to a small child—something fearful, something to inspire awe, something, if necessary, to fight for. But the one no more than the other has any real understanding. It is sufficient, to the American, that he has the Monroe Doctrine to cherish, which will in turn protect him. Protect him from what? That he does not know exactly, nor is it necessary that he should be too explicit. Men can make a religion of political dogma and bring themselves to believe it is their salvation.

President Wilson has succeeded in educating his fellow-countrymen to the fact that the advantages conferred by the Monroe Doctrine impose moral obligations, the chief of which is to prevent the exploitation of the smaller republics whether by European adventurers or those nearer home.

In this context Mr. Low is explicit, and says that "there has probably been no revolution in Central America in recent years that has not been financed or encouraged or planned in New York"; and as supplying arms and ammunition to Latin-American revolutionists is a recognised trade, there are many concerned who will not be inclined to support President Wilson's appeal to the conscience of the United States. Low rightly praises this extension of President Wilson's policy, and pays this high encomium: "He has taken a long step forward. Under his guidance civilisation advances."

TO FRENCH UNIVERSITY STUDENTS.

La Revue contains an Open Letter, by Norman Angell, addressed to the students of the French Universities.

Taking into consideration the peculiar position of France in regard to her neighbour on the East, the writer admits that France must always be ready to defend her territory and her national existence. And as other nations besides France are exposed to similar menace, owing to the growth of Germany, France must also be willing to co-operate in an efficacious manner with certain other neighbours of hers with a view to their common defence against the common danger. At the same time, whether they be victors or vanquished, war cannot enable men to attain the diverse objects they have in view. The wealth of civilised countries depends on credit and the observance of commercial contracts born of that economic interdependence which the ever-growing division of labour and the development of communications have produced. While the Germans, the Anglo-Saxons, and the Slavs are not only infinitely more in numbers than the French, the tendency of those races is to increase at an alarming rate, while the French population re-

France, therefore, mains stationary. must supply something else which cannot be destroyed by force of arms. The soul of France still survives, but it runs great risk of dying of inanition in consequence of neglect. If she will, France can make her spirit a greater force in Europe to-day than her armies. Norman Angell appeals to the University students to form an organisation similar to that founded in London on the initiative of Lord Esher, and he announces that a fund has been instituted for the purpose of providing prizes for the best essays on such subjects as "The Growing Interdependence of Modern European Nations."

SANE IMPERIALISM.

We have all read how the inhabitants of a certain town in the south of England dragged the river in order to secure the moon which was quite obviously there. In like manner many anxious publicists are desiring the full glory of a British Empire, vainly seeking a shadow when the real thing is available for their appreciation.

This seems to us the moral of Sir Edward Cook's excellent paper on "Eight Years of Liberal Imperialism" in *The Contemporary Review*. It is now a comparatively easy task to show that Imperial Unity is an accomplished fact, and that, although as opportunities arise it will express itself more fully, the thing itself is here.

Sir Edward Cook acknowledges the part taken by Mr. Chamberlain in stimulating interest both at home and in the Dominions, and, noting that "the evils which the policy of Imperial Preference was designed to avert have not, in fact, occurred, and that the good which it was to bring with it has come without it," goes on to say that—

Mr. Chamberlain's scheme involved the principle (in a phrase which he often used) of "treating the Colonies a little better than we treat the rest of the world." He forgot that the development of the Colonies has been due to the fact that the Mother Country treats them, not a little, but very much better. For one thing, it bears the major part of the cost of defence—that is, it pays what may be called the insurance premiums on their sea-borne commerce. And, in many ways, by a kind of instinctive preference, the process of

developing the Imperial estate goes on, though the process is so masked that it is not always discerned.

The writer, in support, quotes the estimate of Sir Edgar Speyer, that the Mother Country has supplied Canada with nearly £500,000,000 of capital, and Australasia with no less than £450,000,000. These sums have been

loaned on terms at least I per cent. cheaper than she was prepared to loan it to other countries, thus saving to her Colonies and India at least ten millions of interest per annum, in itself no inconsiderable preference.

The article should be read as a corrective in all places where pessimism is the

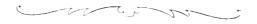
only hue.

SOME NOTABLE SWEARS!

B. G. Steinhoff, writing in *East and West*, finds the old text no obstacle to a very full appreciation of the art of swearing, for he regards that practice as being quite in the natural order, and recounts, with evident satisfaction, the roll call of worthies who have excelled in this peculiar department of human expression. The writer is concerned to establish the respectable antiquity of the practice:—

The history of the art carries one back to the dim twilight of fable and myth. It certainly flourished in full vigour before the dawn of authentic history. There is no doubt that the heroes of the Iliad and the Mahabaratha swore, for they were troopers, and it is known that troopers swear. Grammar and fact, and proverbial philosophy, have firmly cemented together this substantive and this predicate. Her-

cules swore, when in an interesting crisis of his life, he chapt on the shirt of Nessus, and in the most bitter imprecations inveighed against the credulity of Deianira, the cruelty of Eurystheus, and the jealousy of Juno, which resulted in the loss of their fair lole. Timon and Diogenes swore—none more lustily. Bacchus had a ragstag of rollicking swaggerers even in the halls of Olympus. From what little we know of Thor, a Scandinavian swear word now and then would not have tarnished his reputation. Then there are the great swash-bucklers of the Orlando Furioso each a host in himself. Then again there are the great names of Gargantua and Pantagruel, and Friar John, and Panurge, and Picrochole, and Epistemon, and Raminagrobis, and Rondibius, and Triboulet all artists with an extensive and original vocabulary, whose utterances are worth whole encyclopaedias on the art so much so, that if all the literature and tradition of this art were sunk together in some cataclysm, it could be built up and evolved again from the single volume of Rabelais alone.



HISTORY OF THE MONTH IN CARICATURE.

Oh, wad some Power the giftie gie us
To see oursels as ithers see us.—Burns.



Pall Mall Gazette.]

A LAST APPEAL.

Now that the Imperial Parliament is sitting the English papers are full of cartoons dealing with the political situation. The Pall Mall Gazette paraphrases the well-known picture of St. Bartholomew's Eve. Asquith is the noble sallying forth at the summons of the priest (Redmond), to slaughter the Huguenots (Orangemen). The Unionist Party masquerading as a gentle (?) nun endeavours to stay his murderous career. The Lepracaun puts the view of the great majority in Ireland.

The Unionist Party is just at present purely opportunist. It has no definite policy about anything. Even Tariff Reform has had to be buried, but not deep enough to satisfy Unionists in the North, who dread to see its ghost walking and shattering all hope of their winning the next election. The Daily News shows Bonar Law, like Micawber, waiting for something to happen. The Westminster Gazette indicates in "An Unwilling Victim," how the farmer takes Bonar Law's latest gyration with regard to Tariff Reform. According



Lepracaun.] [Dublin...
1914: THE EXILE'S RETURN.



Daily News and Leader.]

WAITING FOR SOMETHING TO TURN UP.

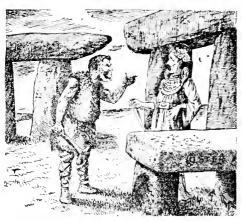
"My dear young friend," said Mr. Micawber. "I am older than you; a man of some experience; in short, in difficulties, generally speaking. At present, and until something turns up which I am, I may say, hourly expecting), I have nothing to bestow but advice." Dickens' "David Copperfield."



Daily News and Leader.]

THE FIRST PIECE.

LORD LANSDOWNE: "It's a shame to give him this, but it must be done."



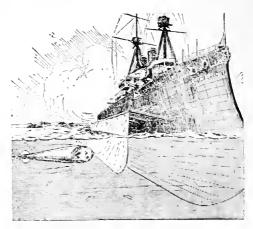
Westminster Gazette.]

AN UNWILLING VICTIM.

BRITISH FARMER: "Going to sacrifice me? Not if I know it!"

to one of the last of his many pronouncements on the subject, farmers may expect no protection at all. They may comfort themselves, though, with the knowledge that the mythical benefits of Tariff Reform are sure to be extended to them, when the time for getting votes comes round.

Spurred by Mr. Lloyd George's Land Reform proposals, the Unionists have



Liverpool Courier.

A LOW-DOWN ATTACK.

The struggle between the First Sea Lord and the Chancellor of the Exchequer will be fought out in the Cabinet to-day. Hopes are entertained that the torpedo net which Mr. Churchill has hing out will prove strong enough to resist the attack on our naval suprema-y.



Liverpool Courier.

OUR FIRST LINE.

Mr. Lloyd George: "Do not be dismayed, comrades. Our methods will surely reap their own reward."

Mr. F. E. Smith recently asked if the whining peace-at-any-price party were going to turn their mittens into gauntlets and their umbrellas into scabbards when the time for action came. It is suggested that the idea could be carried into international affairs



Liverpool Courier.]

THE MUTINOUS REAR.

THE HIND LEGS: "Look 'ere! Didn't I make 'em laugh over that pheasant business?"

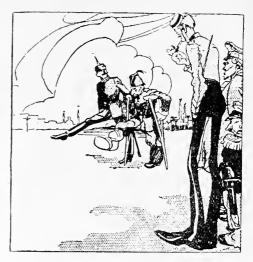
THE STAR COMEDIAN: "Um-yes!"

THE HIND LEGS: "Well, then, I want to go to the front now. I'll be the fore legs or no legs at all, See?"

hastened to formulate some sort of scheme of their own. Like Captain Marryat's famous baby, it is a very small one. The Lords have grudgingly agreed to a minimum wage for the agricultural labourer.

Naturally, the Tory Press has waxed very eloquent over Lloyd George's attempt to bring the expenditure upon armaments within bounds. Mr. Churchill, whom it has hated and abused as a turncoat, is now the god of its idolatry. Liberal statesmen are determined to maintain England's naval supremacy, but they do not light-heartedly throw away millions on armaments when the demands of social reform are so urgent and vital.

The Continental papers are still busy with the Balkan situation. *Kladderadatsch* considers that the real objection the Triple Entente has to the German



Kladderadatsch.]

[Berlin.

A GERMAN VIEW OF THE OPPOSITION OF THE MILITARY MISSION.

RUSSIA: "There, my friends, that Turk is getting better too quick."

military instructors being engaged by Turkey is that the latter will become too quickly a formidable fighting force once more.



Mucha,]

[Warsaw.

ON THE BOSPHORUS.

TURKEY: "Oh! there comes the Russian fleet and my old barrier (Treaty of Paris) will never stop it!"

GERMANY: "Be easy, my gate (military mission) will do that for you."

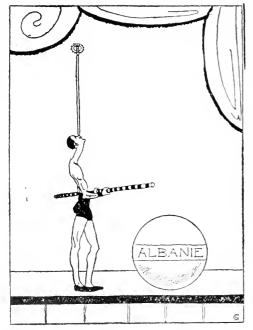


Lüstige Blätter.]

[Berlin.

GIFTS OF THE POWERS.

THE MAN ON THE BOSPHORUS: "Allah defend me! they are beginning to be friendly again!"



Le Rire.

Paris.

THE ACROBAT'S ANXIETY.

DE Wien: "So far so good, but what is going a happen when I try to get on the ball?"



asanino!

Turin

THE QUESTION OF THE EGEAN ISLANDS.

JOHN BULL: "Italy wants them, Turkey wants them, Greece wants. . . . To settle the matter I had better take them myself."

Pasquino, annoyed that Great Britain insists upon Italy evacuating the Ægean Islands she captured, says that John Bull wants them himself! The Turk's uneasiness because of the friendship certain Powers are showing him is the subject of a sketch in Lustige Blatter. He knows from bitter experience that no Power acts from disinterested motives. As the Cri de Paris shows, the wily Ottoman has succeeded in borrowing money from France—for a consideration—which he promptly uses to pay for German military instructors, amongst other things.

Much fun is made of Prince Wied, and the uncomfortable throne he hopes to mount in Albania.

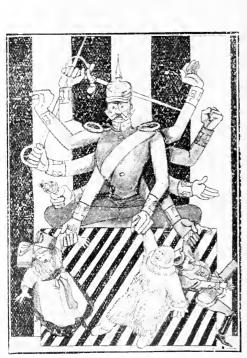
The Zabern affair still looms large in Europe. It is highly significant that the German papers are even more sarcastic about the whole affair than are the French or the English. Lustige Blatter shows an officer as the Prussian Buddha, to whom all and sundry must be sacrificed. It ought not to be Buddha but Moloch in this case. Khaldera-exteck is very clever in its drawing of



Le Cri de Paris.]

TURKISH DELIGHT.

A German helmet and French money: what could one wish more?



Lustige Blätter.] [Berlin.
THE PRUSSIAN BUDDHA.



Daily News and Leader.]
THE IRON HEEL.

the Chancellor, Bethmann Hollweg, snowed under by the tremendous adverse vote after his speech in the Reichstag. The same idea evidently occurred to a cartoonist in *Simplicissimus*, the



Kladderadatsch.] [Berlin. AFTER THE SNOWSTORM OF THE VOTE OF NO-CONFIDENCE.

Hollweg: "I hope the most gracious Sun The Kaiser) will wake me to life again."

THE STORM IN THE REICHSTAG CONCERNING ZABERN.



"The waves will overwhelm me."

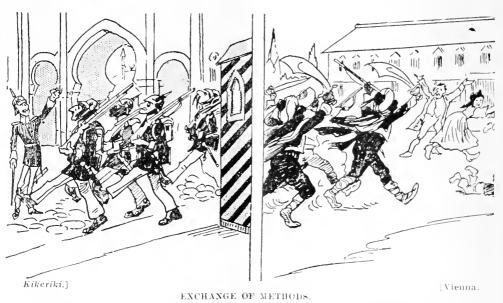


Simplicissimus.] [Munich.
"Good; it is over, and nothing has happened."

most daring of all the humorous journals in Germany. Kikeriki derisively shows the departure of the military mission to Turkey, and the methods employed by the army in Zabern.

As Bismarck said, we like being defended, but we don't like paying for it. German capitalists greatly resent the heavy war tax which has been imposed on them. It would be a splendid idea if all defence outlay were raised by a direct tax, and that in paying it everyone knows what the money so raised was to be used for. In Great Britain, for instance, the irresponsible demands for Dreadnoughts, beyond those actually needed for our margin of safety, would promptly cease if it were distinctly understood that each extra Dreadnought meant an extra penny on the income tax.

Il Papagallo's cartoon is significant. Italy apparently does not approve the



A German military mission goes to Constantinople . . . and a Turkish one to Zabern.



Wahre Jacob.] [Stuttgart. THE FLIGHT FROM THE MHLLION TAX. One likes to be defended, but not to pay (Bismarck).



Papagallo.] [Bologn
ENGLAND AND ITALY IN ABYSSINIA.

ENGLAND TO ABYSSINIA: "You look very pretty dressed in the Italian fashion; but you would look prettier if I dressed you in the English fashion."



Pasquino.] [Turin. LA GIOCONDE, DIPLOMAT. Politics divide them (Italy and France), but the smile of Gioconda unites them.

extension of English influence in Abyssinia, which she regards as more or less in her reversion. By the way, the Abyssinians recently made a raid into British East Africa and wiped out a native township. Things may happen there shortly! Kladderadatsch waxes very merry over the hunger strikes in Britis's prisons.



Kladderadatsch.]
HUNGER STRIKE.
The Modern Tantalus.

fBerlin.

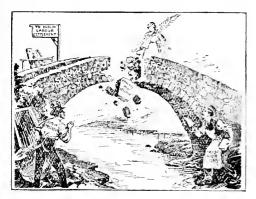


Pall Mall Gazette.]

EUGENICS GONE MAD.

DOCTOR: "Very successful, nurse. You may tell the subject I can give him a full certificate to marry as soon as he likes,"

XURSE: "Yes, sir-but-the subject is-dead!"



Lepracaun.] Dublin. COLLAPSE OF THE BRIDGE.

PEACE: "And I was just about to cross over!"



Lustige Blatter.]

Berlin.

MADAME MEXICO.

PRESIDENT WILSON: "The Illuerta-mode is out of fashion; the latest fashion is a costume made out of the Stars and Stripes."

The proposals of the students of Eugenics in America are the occasion of the cartoons in the P.M.G. The Lepracaun's sketch was published just after the collapse of the conference. Since this the strikers have given in



THE BEEF TRUST IN ARGENTINA.

The new tariff in the United States has resulted in the awakening of tremendous energy in Argentina, and during the first month it was in operation 30,000,000 lbs. of South American beef entered the country. Mr. Arthur Wallace Dunn discusses the whole question of the meat supply of America in the American Review of Reviews. general conclusion is that the abolition of the tariff will not greatly reduce the price of meat to the people. He comes to this point by showing that neither Argentina nor Australia can increase their production of cattle quickly, and all the time the demand for meat is steadily growing. Dr. Melvin was sent to Argentina, and Dr. Joss to Australia to investigate conditions, and report to the American Government. The United States itself shows a diminishing production of stock.

"The man with the lariat has given way to the man with the hoe." The day of the big range has passed. The farmer has pushed the stockman farther and farther among the foothills and mountains, until at the present time the latter is left with only such feeding ground as cannot be converted into farm-lands by irrigation and other improved methods of farming. It is a matter of grass. The sod had been turned over, and the grains and vegetables are produced where before was There is a pasturage and meadow. shortage of grass for the stock in summer and a lack of grass to make hav for the stock in winter. The feeding of corn will not make up for the loss of grass, and is much more expensive. Consequently this accounts, in a large measure, for the disproportionate production of meat animals compared with former years and the increase in the price of all meats.

ALFALFA IN ARGENTINA.

Dr. Melvin found the conditions reversed in Argentina. There the grainfarmer has given way to the cattle-raiser. The ranges with cattle running

wild, rounded up from time to time by the vaqueros, do not produce the beef which supplies such a large portion of European market, nor a surplus which meat consumers in this country expect to be sent to the United States and to cause a reduction in the price. The days of the wild long-horns on the pampas have passed, just as the ranges are things of the past in the United States. A part of the pampas and much of the land formerly under cultivation for cereals have been planted in alfalfa, and this alfalfa feeds Durhams, Herefords, and Polled Angus cattle, which makes South America the rival of North America in the production of meat. Alfalfa is both food and grain in Argentina. The cattle grow and fatten ready for market on this grass. There is also a wild grass which grows with the alfalfa, and is not killed by frost, which furnishes feed for the cattle in the winter months. Hay is not necessary, though a certain amount is cured in order to meet drought conditions, which sometimes destroy the alfalfa fields.

In the production of meat on the hoof the Argentine growers have a very great advantage over those of the United States in the matter of cost, especially after the land has been turned into alfalfa pasturage. But even in turning the wild lands and the cultivated fields into alfalfa pasture the Argentine landowner has found an easy method. leases large tracts to French and Italians of the peasant class, with an agreement that the land must be planted to alfalfa at the end of four years. The land is then ready for pasturage, and the foreigners move to another tract and subdue it.

RANCHES SUCCEED THE OPEN RANGE.

The cattle farms of Argentina are very large, a ranch covering many square miles. Generally it is equipped with a ranch-house, the home of the owner or superintendent. In the centre of four large tracts of pasturage is a windmill, which pumps water that flows in differ-

ent directions and supplies the herds in the four pastures. Comparatively little care is given the cattle except in the matter of breeding, where particular attention is paid to securing the best stock. While Dr. Melvin was in Argentina he attended a fair where a Durham bull was sold for £7000. The beef-raisers of that country have learned that it pays to produce the best. There is trouble with the cattle-tick in the northern part of the country, just as in some parts of the United States, but the pasturage method affords a better opportunity to care for the stock than if the animals ran wild upon the range.

Although the herds which feed upon the alfalfa are very large, they never exhaust the supply unless there is a drought. In summer the cattle seem to be standing knee-deep in pasture, of which they cat until they can eat no more. And they get very fat. The cattle-owners say the breeding cows get too fat, and it is often desirable to keep them in less luxuriant pasturage.

The change in the method of raising cattle in Argentina has been in progress fifteen or eighteen years. The cattlegrowers are to a large extent English, Scotch and Irish, now in the second and third generations. But many natives of the country are cattle-raisers. foreign element purchased lands from the Government and from private owners who desired to sell out at the advanced prices for farms. The natives in many cases are the heirs of those Spaniards who long ago obtained large grants from Spain and later from the Republic. For years these lands were the famed pampas, level as the sea for miles and miles, upon which grazed herds of wild cattle which produced stringy beef. The later generations have applied scientific methods; secured the best beef producing cattle; turned the pampas into alfalfa pasturage, and made fortunes out of their beef.

These lands a few years ago sold for £2 per acre. They are now worth from £15 to £20 per acre, according to their location. No attempt has been made towards improvements beyond building the necessary houses for the headquarters, which the foreigners call camps.

The plains are treeless except where groves have been planted; there is no shelter for the stock either from the winds of winter or the beating rays of the sun in summer. Just a sea of pasturage covered with cattle as far as the eye can reach; a level plain of moving herds and waving grass, without hill, mountain or line of timber to break the eternal monotony of the scene.

THE AMERICAN PACKERS' "INVASION" OF ARGENTINA.

The Argentine beef-producers are favourably situated for their business. These vast plains of pasturage stretch westward from Buenos Ayres 125 miles, and much farther north and south, and are within easy reach of a tidewater market. Most of the cattle are produced within seventy-five miles of Buenos Avres, and many of the stockfarms are near the Rio de la Plata and the Parana. Some of the abattoirs are on the banks of these streams, and where the water is not deep enough for ocean steamers the beef is loaded in barges and transhipped. The packing establishments are situated at the water's edge. In the matter of transportation Argentina has a great advantage over the United States, or Australia, as rail shipments are required only for short hauls.

In considering whether Argentine beef will become a rival of American beef and cause a reduction in the price in the United States, the question naturally may be asked whether the American packers who have "invaded" South America will ship Argentina beef to the U.S. in large quantities and sell at in competition with the beef they produce there, and thus force down the price of their own products. In that connection it is interesting to know what the American packers have done in South America. In Buenos Avres State, which includes the largest cattle district, there are eight large meat-packing establishments. Six are owned by Argentine and English interests, one by Swift and Co., and one jointly by Armour and Morris. Swift and Co. have an estabhshment at Montevideo, Uruguay; also an establishment in the southern Argentime sheep country for mutton. The Sulzbergers have a beef plant at Sao Paulo, Brazil, and are said to have recently leased another in Buenos Ayres.

THE AMERICANS RAISE PRICES TO GROWERS.

At present it appears that the American packers are operating independently and in competition with the English and Argentine concerns. They are also doing more business, as the other plants operate only about a third of the time, while the Americans are going at full capacity. The Americans pay more for beeves and have been selling their product for what they can get. method may in the end force such a combination in Argentina as brought about in the United States. The American packers have been supplying Argentine beef to their customers in England. They operate a line of meat markets in that country, and with the facilities they have at hand, and the control they have in the United States, it is possible for them to force the English and Argentine packers into an agreement as to the production and sale of South American beef.

The Americans had an agreement with their rivals in the matter of apportionment of trade, but they did not agree in the matter of fixing prices for beeves or meat. As a result the price of cattle on the hoof has been largely increased. Steers weighing 820 pounds, which formerly sold for about £9 a head, are now sold for about £15 a head. The prices before the Americans went to Argentina ranged from £5 to 4.0 a head. The higher prices have made the Americans popular with the cattleraisers, whose confidence they have gained, and in spite of the apportionment agreement the Americans have the pick of the stock and a constant supply for their plants. As they undersell the dressed meat in the European markets, they are far from popular with the English and Argentine packers.

FACILITIES FOR SHIPPING TO EUROPE.

The facilities for shipping beef from South America to Europe are all that could be desired. Ships equipped with refrigerating compartments sail almost daily from Buenos Ayres. There is no

difficulty in securing space for meats, and consequently the packers send their products out with least delay, thus saving the cost of keeping the meat in storage, which is about 1-8th of a penny per pound a month. At present there seems to be no possibility of securing a monopoly of refrigeration space in the ships plying between the Rio de la Plata and European countries, and no apparent effort has been made to secure such a monopoly. These ships go to all the principal ports of Europe with their cargoes of meat.

There is a steamer to the United States only once in two weeks, hence it is better business to ship Argentine beef to Europe. Considerable quantities have been transhipped at Liverpool to the United States, but it is doubtful whether that method of reaching American markets will continue profitable. Already arrangements have been made to secure additional shipping facilities direct to the United States from Buenos Ayres.

INSPECTION OF MEATS IN ARGENTINA.

South American meat is sent to foreign markets dressed. Live cattle are not shipped, on account of the danger spreading the foot-and-mouth disease. The inspection in Argentina is rigid enough to secure wholesome meats; there is no trouble on that score. One reason why Dr. Melvin was sent to South America was to ascertain whether the inspection service was adequate to meet the demands of the United States regulating the inspection of meat and sale of foods. He found that the inspection could be made to comply with the requirements for the sale of meat in that country. Λ good inspection service was heretofore necessary in order that Argentine beef might compete with the United States product in the European markets. The export beef is under Federal inspection in Argentina that is paid for by the packers.

USING BY-PRODUCTS CANNING.

The American packers have introduced another innovation in South America. They have made use of all the by-products, as they do in the United States. Even the offal is now made into fertilizer, and while the rich lands of

Argentina do not require fertilizer a market is found in the United States and in Europe. The fats are made into oleo stocks. Very little lard is produced in South American countries, swine being but a small industry. All parts of a beef animal are utilised by the American packers, and that has given them an advantage over their competitors. Many establishments manufacture a kind of jerked beef, salt and suncured, which is prepared especially for the tropical trade.

The American packers in Argentina are now laying down beef in Liverpool at $4\frac{1}{2}$ d. a pound, and in New York at $5\frac{1}{2}$ d. a pound. With improvements in the way of refrigerator ships plying between New York and Buenos Ayres they could, no doubt, duplicate the Liverpool price at New York. As to whether any such attempt will be made only the future can tell.

ARGENTINE PACKERS SEEKING AN AMERI-CAN MARKET.

It might reasonably be supposed that the packers who have heretofore handled Argentine meats would, when they found their beef territory and European markets invaded by the Americans. take the first opportunity to find a new market. That market is in the great meat-consuming country, the United States, which is accessible under the new tariff law. The Argentine packers are, in fact, seeking United State markets. A part of the 30,000,000 pounds imported during the first month of the new tariff was supplied by Argentine and English packers. Already three steamships of the Nelson line, fitted with refrigerator compartments, have been added to the Lamport and Holt line, which operates between New York and Buenos Avres, and are expected to carry large quantities of Argentine beef to the United States. A margin of 11d. a pound in favour of Argentine meat is possible, but the shippers are figuring on d. a pound, and with that advantage believe they can maintain competition with beef produced in the States. Their experience with the American packers in Argentina has made them somewhat apprehensive of results, for the price at which they sell meat in the

States may be met with a cut in the price by the Americans in order to keep them out of the market or to make their efforts unprofitable.

THE CATTLE SUPPLY OF THE FUTURE.

There have been reports that owing to the higher prices paid for Argentine beef on the hoof, due to the advent of the American packers, there was likely to be a decrease in the supply of cattle, as the owners of the stock desired to take advantage of the increased price, and might fear a drop in the future. No doubt the higher prices were an inducement to the stock-raisers for a time, and they sold nearly all the stock which could be turned into beef. Since the latter part of 1911, however, the Argentine stock-raisers have been conserving their breeding stock. They intend to raise more instead of less cattle, believing that there always will be a good market for beef.

The American packers have not attempted to secure large ranches and go into stock-raising in Argentina. That they may undertake such a method to secure a supply of cattle in the future is not impossible, but under present conditions unlikely. They have the good will of the cattle-raisers and have the better of their rivals in the cattle market. The process of opening a stock farm is long four years to secure an alfalfa pasture and another four years to produce cattle for market. If the Ameri cans had cattle raising in view as a part of their invasion of South America they no doubt would have procured pasturage before the advanced price of beeves increased the price of land.

WILL THE PRICE OF BEEF COME DOWN:

Another phase of the South American situation is the question whether there is likely to be such an increase in the product of cattle as to bring down the price of beef. It does not seem possible. As cattle are now raised in Argentina the increase must be gradual. The time necessary to open pasturelands and produce cattle ready for market is so long that no sudden change in prices is possible by increased production. The cattle raisers of South

America do not believe it would be advisable to make strenuous efforts to increase their output by resorting to the ranges or investing large amounts in opening new pasturage. There is not an unlimited supply of wild cattle on the pampas of Argentina, nor in the hills of Uruguay, nor on the plains of Brazil, as some of the people have imagined. In some way the pictures in the old geographies, showing millions of wild cattle on the pampas of Argentina, have lingered in the minds of most people; and the idea gained a foothold that if America let down the tariff bars these cattle would come stampeding across their borders, or that refrigerated beef would flood her markets.

Many years ago the wild cattle of Argentina were there. Owners of vast tracts of land had millions of head of cattle roaming the pampas. But that was at a time when cattle were killedfor their hides and tallow. Refrigeration had not made it possible to ship beef, and when refrigeration came it was found that the beef was not marketable. Then came the great change; from wild, wiry cattle to thoroughbreds; from pampas grass to alfalfa; from vast plains of undecided ownership fenced pastures. And with the change came the inevitable law of nature that production is most profitable when it scarcely meets the demand. That the stock-raisers of Argentina will attempt to increase their output largely is not likely unless they foresee a largely increased demand. And even with such effort as they may make to increase their product it will be impossible to make the increase appreciably felt in the meatconsuming regions of the world through a reduction of prices.

AUSTRALIA AND NEW ZEALAND AS SOURCES OF MEAT SUPPLY.

The Department of Agriculture had not received the report of Dr. Joss at the time this was written, but was in possession of unofficial information which indicates that Australia and New Zealand will no doubt be an important factor in supplying meat to the United States. This seems likely to be especially true as to the Pacific Coast.

Australia is not as well situated in regard to transportation as Argentina. Not only is the distance to foreign markets greater, but the stock-growing districts are much farther from tide-water. Complaints have been made about the methods of shipping stock by rail, which are said to injure the cattle, and cause a difference in the quality of the beef.

ABOLITION OF TARIFF ON MEATS.

It has been expected that free meat, opening U.S. markets to South America, Australia, Canada and Mexico, would result in lowering prices. As it is the determination of producers in foreign countries to take advantage of this open market, there will no doubt be a reduction, but those who have been studying the question do not expect it will be such as to make much difference in the cost of living. Stock experts are aware that the supply of cattle the world over is limited. The meat produced in Argentina and Australia, if diverted from European markets to America, will cause a shortage there, and a supply must be found elsewhere. It is true that attention is being directed to Africa as a meat-producing country, but it will be a long time before production will reach a stage which will supply the ever-increasing demand. The prospect for a reduction of meat prices in the markets of the world is not assuring under present conditions.

INCREASING THE SUPPLY BY ERADICATING DISEASE.

Recognising that stock-raising is not keeping pace with the increase of population, and that prices are not likely to be materially reduced by supplies from foreign countries, the Agricultural Department is seeking every method to increase the production of meat in the States. While encouragement is given to cattle-raising, Mr. Houston, Secretary of Agriculture, is of the opinion that hogs and chickens afford better prospects. "If every man who raises hogs would raise one more, and every man who raises chickens would raise a dozen more, the meat problem in America would be in a fair way of solution," said the Secretary.



(HI SERE OF ASHAN AND SENSE NO. 1975). THE DAY SAME DOTHER SOLUTIONS OF SELECTION WHO DOES HAVE A SERVE AS A SERVE NO. 1975.

NOTABLE BOOKS OF THE MONTH.

CHINESE SIDELIGHTS.

Annals and Memoirs of the Court of Peking. By E. Backhouse and J. O. P. Bland. (Heinemann, 10'-net.)

No volume bearing on its cover the names of the authors of "China Under the Empress Dowager" could fail to arouse in advance the most favourable preconceptions. That great biography dded to the standard histories of Thina a chapter that will long remain the supreme authority for the period with which it deals. The present volume makes no claim to the same historical importance. What the authors have had in view is to present what they term a series of impressions of the relations of Emperor and Court, of Court and nation, through the period covered by the last two of the great dynasties that have successively held sway at Peking. More particularly they have sought to demonstrate, by an examination of the Court history under the Mings and Ch'ings, the invariable synchronisation of decay in the Imperial power with the predominance of those sinister figures, the Court eunuchs. To maintain this latter thesis is all too easy. The notorious Li Lian Ymg, beside whom the last two Manchu Emperors were mere ciphers in their own Courts, was only the latest and most conspicuous of a long line of contemptible, though often cunning and capable, intriguers who for centuries undermined the very foundations of the Imperial authority.

Faking their work as a whole, the authors have set themselves a much less serious task than in their previous volume. Their sketches of Court life at Peking, it is true, are often illuminating and always entertaining, but they make no claim to constitute a scientific or comprehensive history of the period, Their great value lies in the use that has been made throughout thanks to Mr. Backhouse's years of research in

Peking—of original authorities. as in the biography of the Old Buddha, the till then unpublished diary of the Censor Ching Shan threw a flood of light on the later years of Tzu Hsi's autocracy, so here the citations of Imperial decrees, of the petitions of memorialists, of private memoranda, and the reports of Imperial officials. are laid under contribution, most of them for the first time, to illuminate with the comparatively trustworthy evidence of contemporaries) personages and periods hitherto familiar only through the imaginative records of credulous Chinese historians.

THE KOWTOW SCANDAL.

One of the most interesting chapters in the volume is that devoted to Chi'an Lung, the great Manchu Emperor, whose reign covered the last sixty years of the eighteenth century. It was at the Court of Chi'an Lung that the first important British embassy, that of Lord Macartney, presented his credentials. The story of how, to the scandal of every orthodox Manchu, the Emperor was persuaded in the international comity to waive his demand for the regulation kowtow, is ancient and familiar history, but it needed Messrs. Backhouse and Bland's translation of the Emperor's replies to the Western envoys and their Sovereign to reveal adequately the spirit of screne superior ity that animated the Son of Heaven in his intercourse with the intruders from the upstart West.

You, O King so run the tranquil phrases of the Imperial mandate live beyond the confines of many seas; nevertheless, impelled by your humble desire to partake of the benefits of our civilisation, you have despatched a mission respectfully bearing your memorial. . I have perused your memorial; the carnest terms in which it is conched reveal a respectful humility on your part which is highly praiseworthy. In con-

sideration of the fact that your Ambassador and his deputy have come a long way with your memorial and tribute, I have shown them high favour, and have allowed them to be introduced into my presence.

The requests of the envoys are refused seriatint in terms of friendly condescension, and, after suggesting that after all the ambassador might have gone beyond his instructions in advancing demands so preposterous, the Emperor concludes with a warning of the futility of attempts to establish trade with China:

Should your vessels touch the shore (he informs his brother monarch), your merchants will assuredly never be permitted to land or to reside there, but will be subject to instant expulsion. In that event your barbarian merchants will have had a long journey for noting. Do not say that you were not warned in due time. "Tremblingly obey and show no negligence." A special mandate.

"Splendid isolation" remains an empty phrase to anyone who has not read a few of the mandates of Ch'ian Lung and his line. What is more to the point, without some acquamtance with these and like majestic utterances, the essential temper of the China of yesterday remains more than half concealed.

THE MYSTERY OF A PLOT.

The later chapters of the present volume are practically a feotnote to "China Under the Empress Dowager," but on some events in the last years of the Manchu dynasty a good deal of fresh light is thrown. In connection for example, with the coup d'état of 1898 on the details of which one of the writers has reason to be particularly

well-informed—the mystery of how Tzu Hsi acquainted herself so swiftly and so accurately with the details of the plot is in a large measure cleared up. Emperor Kuang Hsu, it appears, was closeted with Lin Hsu, one of the principal reformers, when the alarm of the Old Buddha's approach was given. In the confusion which followed Lin Hsu hastily gathered up his papers, and, as the luck of conspirators not infrequently wills it, let fall the one document which contained damning and detailed information as to both the nature and the agents of the plot. The writers do not give their authority for the story, but it fits the facts and explains

a great deal. From many points of view the most interesting chapter is that in which the writers discuss the future. Whether we has here from Mr. Backhouse's sphere of influence to Mr. Bland's, only Messes, Backhouse and Bland can disclose - At all events it bears large upon its face the characteristics which the latter writer's "Recent Events Present Policies" made familiar. constant girding at Young China, the refusal to believe that the nation is capable of ever breaking free from the bondage of her deep-rooted conservatism—all this forms the natural expression of a point of view for which there is no doubt room no less than for its opposite. Nevertheless, it is a pity that the detachment of the writers should so vigorously exclude any evidence of sympathy with the forces which for good or ill have closed one chapter in China's history and opened another. For this may be a case in which sympathy is essential to understanding.

G. H. KNIBBS IN A NEW ROLE.

Voices of the North and Echoes of Helas, by G. H. Knibbs. (Rivers, 5.)

We have been so accustomed to see the name G. H. Knibbs on exceedingly valuable, if rather dull, pamphlets, brochures and books issued from the office of the Commonwealth Statistician, that it appears strange to find it on a book of verse. We are all proud of

Mr. Knibbs in Australia, and feel that he is only getting his due when we see him quoted the world over as one of the greatest statistical authorities of the day. We know that he can find his way with uncanny accuracy through bewildering mazes of terrible-looking figures, that he rejoices in solving abstruse problems and in upsetting

theories which we have hitherto accepted without question, but we are surprised to find that all his mathematical and statistical knowledge has failed to crush out of him that tuneful muse which must have been his at birth. For a great statistician to be also a prosodist of a high order is rare; to find him not only skilled in making verses but a true poet is remarkable. That, in addition, Mr. Knibbs should have an intimate knowledge of Finnish, German, Greek, Latin and other live and dead languages is somehow expected. His volume is divided into two portionsthe first, "Voices of the North," being in three parts; the first and second being paraphrases rather than strict translations of poems by Finnish authors. Part III., "Echoes of Finland," consists of original poems only. The principal poem is entitled "King Fjalar." In describing the stirring doings of the Vikings, Mr. Knibbs throws himself whole-heartedly into his martial verse. He thus tells of a sea fight in which Fjalar is rescued by his son Hjalmar, of whom he is furiously jealous:—

Three days o'er trackless sea he bore, And then a ship he saw, that boldly steered its course directly toward him, and arrived,

He heard the Bjarm's tongue, and quickly cleared

For battle then, "Thy fierce son hath deprived

"Us of our King, and hath his ship. Prepare For war. Thou must redeem his wild

assault, And dving leave thy ship to us. Beware!" The fight was fierce and long. No man

In fence or guard, but failed to fall. An

at fault

Fidar's host was sorely thinned. There stood

A phalanx strong of shields around. His

llad passed. No longer now a victory could

He hope to win, and sought alone to fall— With all his warriors old but brave with fame

with fame. A while the battle raged; none heard the

call, Or saw the galley, with an alien name,

Come swiftly near. Her prow was richly gilt,

Her sails were crimson. On her mast was flown

The Gauthoid pennon. And more strongly built

Was she than this their ancient ship. Soon shone

The flashing shields, and stalwart youths and bold

Who loved to rouse to life "the feast of swords"—

Came swift to rescue of Fjalar old:

They soon, for every Bjarm, cut life's cords.

The sun in western sky now sank to rest;
The king had victory on his side, though won

By Hjalmar, yet his brow was dark; no zest

Of pleasure showed he, thus to meet his son.

Amongst the short verses are many gems. For instance:—

ABSENCE,

Why must heart from heart be sundered, When o'er each true love holds sway? Surely Fate has sadly blundered; Or has Eros gone astray?

Or has Moira sternly thundered:—
"Torture all whom Love doth sway";
While the Gods of Love have wondered,
"Why must Love be pain alway?"

Space forbids further quotation from the many charming verses Mr. Knibbs has made or paraphrased, but we cannot resist giving a few from what seems to us perhaps the finest of all—"The Statue of Memnon" This Trojan hero slew the great Antilochus, but refusing to do battle with his foe's aged father, Nestor, accepted Achilles' challenge, and was killed by him. The poet muses on this legend before Memnon's colossal statue in Egypt:—

Thou dark, colossal form, so stern and grey,

Impassive, cold! Thy shape against the sky

Remains in silent grandeur; where alway,

In Egypt's plains, thy towering face on high

Is rearred to greet, for ave, the wondrous Dawn;

And welcome golden glow of splendid Morn.

And does the soul of Memnon, with thee, view

In recollection's maze, old Nestor's gage Of battle, when he, sorrow-stricken, knew His son, not Vict'ry, but pale Death as wage

Had earned; and that too, at the stalwart's hand

Of him, whose image bold thou art, and grand?

And doth the soul, in some mysterious way,

With Memnon's to unite, in great recall

Of high refusal to engage that day

With aged Nestor, lest in his dire fall Should come not glory, but a sense of shame

That Memnon great could merit martial blame;

Could meet in an unequal strife, the old; And vanquish then, not manly strength, but Age?

but Age? 'Twas not for Memnon, noble, brave, and bold,

To compass Nestor's fall! 'Twas his to guage

His prowess great against Achilles' might, And shew how Trojan heroes' friends can fight.

Alas, great Memnon! by Achilles' arms Supported by the Gods, thou then wer' slain,

Amidst the clash and clangour and alarms Supremely brave, and yet thy skill was

And has thine image, cold, impassive, calm,

Remembering all, for wounded pride found balm?

A thankful people raised this image great.

A symbol of thy noble self and reign; With steady gaze in splendid regal state. It waits to greet the rising Sun again; And thou, though heedless of the petry things,

Art glad when Dawn comes on her radiant wings.

What though Cambyses, with his hand profane,

With flush of conflict, proud, yet mean of soul,

Should strive with wanton ruthless hand, insane,

To wreak his vengeful hate, nor once

To wreak his vengeful hate, nor once control

Destroying lust. He carned eternal shame By mean-souled wishes to destroy thy fame!

Cambyses, ignominious king, is now

A poor forgotten shade, and soon his name

Will pass from Record that the great en-

To well-deserved oblivion; while the

Of noble Memnon shall endure and shine As long as Dawn bestows her light benigh.

Thou wondrous image that can still endure

The ravage not alone of Persian king. But of the wildest tempest, and the lure Of Time, and midst the shudd'ring Earth can sing

Thine elemental song, though she may stress,

And rend thee in thy lonely wilderness!

What Omen of the Future dost thou speak? What marvel thus fore-hadow by thy song?

What mystery of Hope dost thou thus seek To give to Man, whose heart must ever long

For brighter rays than those that greet the Earth:

For Life, where all things have some truer worth?

Will there arise in days that yet shall come, A newer Dawn, more glorious Light, and Rays

Of rich radiance? Or shall Soul be dumb And silent as the grave, for endless days?

Or is thy song the oracle of Hope. That tells of Future's fairer horoscope?

There are no answers to our Soul's great ery!

We dream and dream, and wonder what we see!

We live our little day, and weep and die:
And no one knows the depths of Mystery.

Alas, for Man! Tis his alone to sigh, To wonder, and to hope, we know not why!

CHANCE.

Chance: A Tale in Two Parts. By Joseph Conrad. (Methuen, 6^{L} .)

As one reads "Chance," one finds oneself wondering whether Mr. Conrad is after all an extraordinarily patient or a rather indolent writer. He gets the story out in pieces before our eyes. It is as though, instead of showing us an

inhabited house, he bade us observe van after van coming up to the door and disgorging the furniture, and the people of the house appearing and disappearing as the pieces were moved in He certainly contrives in this way to make his people as mysteriously interesting to us as newcomers to the house next door are to the normal decent human being. More than this, he succeeds in bringing along various chance passers-by who have somehow or other—mere chance again—been present at some crisis in the newcomers' lives. And, when we have seen and heard all, we know more about the people than their own mothers do. We have never, as it were, been introduced; our intimacy is indirect. But, just for that reason, we enjoy the added thrill of those who are nother people's secrets.

STRANGE MOTIVES.

There is no denying that, if Mr. Conrad had chosen to introduce us to his characters in the ordinary way, he could have told us their story in about 200 pages instead of the 406 pages of the present book. On the other hand, he is not primarily occupied with their story, but with creating an atmosphere of strange motives. It is to some extent an atmosphere of puzzlement. Mr. Conrad enjoys keeping you in doubt as much as any writer of detective stories. But chiefly he enjoys the slow discovery of motives, and the observation of people accidentally goaded by some unusual motive into action. He throws himself into his work with a kind of sinister humour, and immediately every gesture, every intonation, becomes weighted with significance for him. Unlike Mr. Henry James, who scatters about him the bright light of the intellect as he leads us through his maze, Mr. Conrad sheds upon things the romantic and deceptive half-light of tragi-comic poetry. He is more of a poet than Mr. James, and less of a craftsman. Perhaps, too, he is less of a psychologist. He can hardly interest himself, for instance, in the psychology of the ordinary moment. He must have the psychological moment. In other words, he is interested in his men and women, not so much in their complete humanity as in curious and occasional aspects. That is why he hints a portrait rather than paints a portrait.

Probably for this reason many readers will find "Chance" tedious. No one, however, who has the patience to read it to the last word will fail to re-

member it as one of the most original and fascinating of novels. Like so much of Mr. Conrad's work, it expresses the "nerves" rather than the passions of a situation. First, we have the "nerves" of the Fyne household, when Flora de Barral, the financier-convict's daughter, ungratefully clopes with Captain Anthony, Mrs. Fyne's brother. Incidentally to this, we have the "nerves" of the Brighton household, where Flora was brought up by a governess who used her as a bait to keep a hold on an entirely odious young man. Then, after the elopement, we have the "nerves" of Captain Anthony's ship, on which the released convict gets a home with disastrous effects. Flora had perversely written to Mrs. Evne to say that she did not love the precious captain, though she was marrying him; and, of course, the Fynes had let Captain Anthony know. As a result of this foolish lie, he kept himself apart on the ship, like a perfect knight of self-sacrifice. Flora, not understanding his coldness, was eating her heart out; and the ex-convict, seeing and not understanding, was filled with a mono-mania of hatred for the son-inlaw who was sacrificing everything for him and his daughter.

A GREAT SEA-PICTURE.

There you have a fine tissue of misunderstandings—misunderstanding—on the heroic scale. The theme only seems to stand out in its heroic proportions, however, on the night on which Captain Anthony's dynamite—ship narrowly escapes being run down, and Mrs. Anthony helps Powell, the second mate, with the flare that saves—them. How beautifully—Mr. Conrad describes—the final passing of the strange ship!

The strange ship, a darker shape in the night, did not seem to be moving onwards but only to grow more distinct right abeam staring at the "Ferndale" with one green, and one red eye which swaved and tossed as it they belonged to the restless head of some invisible monster ambushed in the night amongst the waves. A moment, long like eternity, clapsed, and, suddenly, the monster which seemed to take to itself the shape of a mountain shut its green eve without as much as a preparatory wink.

Mr. Powell drew a free breath. "All right now," said Captain Anthony in a

quiet undertone. He gave the blazing flare to Powell and walked aft to watch the passing of that menace of destruction coming blindly with its parti-coloured stare out of a blind night on the wings of a sweeping wind. Her very form could be distinguished now black and elongated amongst the hissing patches of foam bursting along her path.

As is always the case with a ship running before wind and sea, she did not seem to an onlooker to move very fast; but to be progressing indolently in long leisurely bounds and pauses in the midst of the overtaking waves. It was only when actually passing the stern within easy hail of the Ferndale that her headlong speed became apparent to the eye. With the red light shut off and soaring like an immense shadow on the crest of a wave she was lost to view in one great, forward swing, melting into the lightless space.

Set amid circumstances like these, the tragi-comic figure of Captain Anthony gains a new significance. Here is a picture of his lonely misery on the same night on which the strange ship went by:--

Captain Anthony had not moved away from the taffrail. He remained in the very position he took up to watch the other ship go by rolling and swinging all shadowy in the uproar of the following seas. stirred not; and Powell keeping near by did not dare speak to him, so enigmatical in its contemplation of the night did his figure appear to his young eyes; indistinct—and in its immobility staring into gloom, the prey of some incomprehensible grief, longing or regret.

Why is it that the stillness of a human being is often so impressive, so suggestive of evil—as if our proper fate were a cease-less agitation? The stillness of Captain Anthony became almost intolerable to his second officer. Mr. Powell loitering about the skylight wanted his captain off the deck now. "Why doesn't be go below?" he asked himself impatiently. He ventured a cough.

Whether the effect of the cough or not, Captain Anthony spoke. He did not move the least bit. With his back remaining turned to the whole length of the ship, he asked Mr. Powell with some brusqueness if the chief mate had neglected to instruct him that the captain was to be found on the port side.

- "Yes, sir," said Mr. Powell approaching his back. "The mate told me to stamp on the port side when I wanted you; but I didn't remember at the moment."
- "You should remember," the captain uttered with an effort. Then added, mumbling, "I don't want Mrs. Anthony frightened. Don't you see?. . . .

MR. CONRAD'S KINDNESS.

In the end, Mr. Conrad, for all his irony, is kind. Though the captain's father-in-law tries to poison him, he escapes, and the old madman, drinking the poison himself, clears himself out of the way and leaves room for an understanding between Captain Anthony and Flora. Even so, however, the author can only give them a few years of happiness, and then chance sends the captain untimely to the bottom: -

Mr. Powell gasped at the recollection. "It was a Belgian Green Star liner, the Westland," he went on, "commanded by one of those stop-for-nothing skippers. Flaherty was his name, and I hope he will die without absolution. She cut half through the old 'Ferndale,' and after the blow there was a silence like death. Next I heard the captain back on deck shouting, 'Set your engines slow ahead, and a howl of 'Yes, ves, answering him from her forecastle, and then a whole crowd of people up there began making a row in the fog. They were throwing ropes down to us in dozens, 1 must say. I and the captain fastened one of them under Mrs. Anthony's arms; I remember she had a sort of dim smile on her

"Haul up carefully," I shouted to the people on the steamer's deck. "You've got a woman on that line.

The captain saw her landed up there safe. And then we made a rush round our decks to see no one was left behind. As we got back the captain says: "Here, she's gone at last, Powell; the dear told thing! Run down at sea.

"Indeed, she is gone," I said. "But it might have been worse. Shin up this rope, for God's sake. I will steady it for you."

"What are you thinking about!" he says

These were the last words he ever spoke on earth, I suppose. I knew he meant to be the last to leave his ship, so I swarmed up as quick as I could, and those damined lunatics up there grab at me from above, hig me in, drag me along aft through the row and the riot of the silliest excitement I ever did see. Somebody hails from the bridge, "Have you got them all on board?" and a dozen silly asses start yelling all to-gether. "All sayed!" All sayed!" and then that accursed Irishman on the bridge, with me roaring "No! No!" till I thought my head would burst, rings his engines astern. He rings the engines astern I fighting like mad to make myself heard! And of course

I saw tears, a shower of them fall down Mr. Powell's face. His voice broke,

"The 'Ferndale' went down like a stone, and Captain Anthony went down with her, the finest man's soul that ever left a sailor's body. I raved like a maniac, like a devil, with a lot of fools crowding round me and asking, "Aren't you the captain?"

"I wasn't fit to tie the shoe-strings of the man you have drowned," I screamed at

hem.

ENTERTAINMENT WITHOUT STINT.

My Beloved South. By Mrs. T. P. O'Connor. (Putnam. 10,6.)

It is quite as impossible to review this delightful "thing of shreds and patches" as it would be for an ordinary man to describe the ingredients of a plum-pudding made with a family recipe of long ago. One can simply say it is delicious.

Mrs. O'Connor starts with stories of her great grandfather, Major Duval, who fought in the war of the Revolution, and whose ancestress was a beautiful woman who died on the scaffold for faithfulness to Marie Antoinette. glories in her Southern birth, in the fact that she can talk nonsense, strike a ragtime tune, and possesses the qualities and defects of the South. Her personal defects she considers to be no responsibility on her family or on that beloved South. This stated, she carries us away with her, tells us the traditions of that long ago time, veiled by a halo more romantic than the ordinary novelist can show, and quickly before us, as in a cinema (but without its cold brilliance), we see pictures of Virginia, of Texas and its heroes, of her delightful relatives of all ages, sexes and conditions. We are told of Christmas festivals when the menu included Blue Point oysters from the Potomac River, Christmas turkey stuffed with chestnuts and served with Virginia sausages, smoked ham, fried hominy, and candied sweet-potatoes, with the centre of the table adorned with a Santa Claus chimney. Then we go with her, steaming along the river to

Charlestown, and back again to a Romeo and Juliet story of 1712 in New Orleans. Another few pages and we are visiting a literary cousin, who, lying ill in bed, has her books all over the place—some having toppled on to the bed, the latest baby rolled up in a shawl on a chair quite handy for the visitor to sit on, a nice fat sow under the bed, a visiting peacock who disliked human visitors, and all this in a lovely old house with a hall forty feet long and furniture to match the house, and reading, we are charmed, and we are glad to have been one of the visitors to the pretty sick

And that is practically the end, except

that the author, recovering his gentle-

ness, leaves us with a clear prophecy of yet other marriage-bells. But it is his

study of poisoned atmospheres, not his

story of happy marriages, that makes "Chance" a book of magical genius.

lady.

Mrs. O'Connor's book is, in fact, one to keep near at hand and dip into from time to time when there is a need of a little brightness—a little music—for the inside cover of the book itself contains the music of one of her favourite songs; when we want to have a hearty laugh, or, though filled with the spirit of peace, to delight in reading of the war-like actions of the old Southern Pioneers who helped to make the United States. Mrs. O'Connor says her pen is freighted with appreciation, but is inadequate to describe the bounteous hospitality, the quixotic chivalry, the daring courage, spotless honour, and poetic understanding of the old South; but she certainly enables her readers to understand how she loves the country of her dreams, and may help them to fulfil her cherished wish that England and America should be brought closer together because understanding each other better.

BOOKS IN BRIEF.

A Naturalist in Western China. By Ernest Wilson, (Methuen, 2 vols. 30 - net.) Mr. Wilson's fascinating description of his years of travel in Western China is, of course, of extreme value to scientists, but the general reader will also find in it many facts and passing observations which will have the charm of novelty; for Mr. Wilson is the only European who has spent eleven years in exploring a region in which the flora and fauna can only be compared with the eastern section of the United States, and to the disadvantage of the latter; it is estimated to comprise some 12,000 species of plants. Western Hupch and Schezuan, the provinces partly explored, lie to the east of Thibet, and the mountains can only be compared with the Himalayas. Innumerable valleys with villages of a few huts, make travelling an affair of patience, time and endurance, But Mr. Wilson records that he was always treated with kindly courtesy and respect. He was in the interior during the Boxer outbreak and the Russo Japanese War, and he trained as collectors Chinese peasants from whom he parted with regret. Mr. Wilson's base was Ichang, on the Yang Tze river. Thence to Wan Ilsien lie the famous Yang Tze gorges, but the 1010 expedition was made on loot with, for policy, a sedan chair, it being of more value to the traveller than even the indispensable passport. So journeying, every plant passed could be seen and examined, and the author continually expatiates on the beauties he encountered much more than on the inconveniences of roads (which, being no man's care, were cared for by none), o filthy shelter huts, and even partial statyation, and the reader is ready to suppose he could put up with the same for the chance of such sights as are recorded here. The two volumes are profusely illustrated, have a good index, and a map.

Hunting the Elephant in Africa. By Captam C. II. Stigand. Wacmillan. To G. net. F

Captain Stigand's book is well calculated to aid all who intend hunting in Africa. He has found out the place where lions and elephants still abound, and he has learnt a great deal about the right sort of men the hunter should take with him as porters, servants, etc. No intending sportsman can afford to be without this chatty and interesting record to which Colonel Roosevelt has contributed an introduction. The capital photographs are a valuable addition to its usefulness.

A Woman's Winter in Africa. By Charlotte Cameron. (Stanley Paul, to 6 net.) A book of travel which, as it is extrafeminine, possesses special qualities. For the tiny details which escape a man's eye often give just that which emphasises a picture—though in Mis. Cameron's case this does not always lead to strict accuracv. Mrs. Cameron passed from ship to

ship of the Deutsche-Ost-Afrika line during her twenty-six thousand mile journey. Her ticket, which was so worn out at the end that it had to be pasted together, cost £100 5/5. The time occupied on the journey was six months, during which, starting from Southampton, she passed down the Mediterranean, through the Red Sea, and so on right round the coast of Africa, stopping at certain places sometimes for days, at other times making journeys into the interior, as when she went to see the Victoria Falls, where she was unlucky, for other travellers have found the hotel most desirable and the walks delightful). and other "lions." Probably the most uninteresting period was when, having landed at Luederitzbucht, in order to pay a visit to the new German diamond mines, she discovered on her return to Swakopmund that she would have to spend two or three weeks waiting in a desolate neighbourhood for a ship to carry her on. Mrs. Cameron tells anecdote after anecdote in the livelies; style, such as that of the well-known hunter who, camping in Uganda, dispatched a boy twenty miles to a Baboo stationmaster to send a telegram. The boy returned bringing a form, saving he had orders that the words must or written on that form. This being done he started back, making sixty miles of travel. Again he returned bringing a stamp, and told the gentleman he must adux it himself, thereby making a journey or 120 miles in order to send the telegram. The book is well illustrated with photographs, some of which were taken by the authoress hersel.

Further Reminiscences of a South African Pioneer. By W. (. Soully. Eislier Unixin, 10.6 net.)

These further remanscences of a wandermg member of the Civil Service of the Cape Province is even fuller of entertainment than his first volume. He is still pursued by the enmity of one of the chief officials, and consequently disappointed of promotion again and again. As he says, the lot of the average Civil Servant the Cape Colony is not an enviable ore, for it he is in the towns he is in nine cases out of ten doomed to a life of shabby genthay. Mr. Scully was often compelled to cept a post in a town. Now old again. however, he was appointed magistrate in out of the way districts, where his love of Nature had full scope. The tascination of Namaqualand held him tor long. Mr. Scully's attitude in exposing underhand doings and his opposition to the liquor traffic naturally made him disliked in many quarters. The last chapter of the look refers to the occurrences or 1880. when Mr. Schreiner was Prime Minister. In brief, the book is cramined with the experiences, tragic and comic, or a keep observer of human nature, who, as a rule, lit his pipe " and sat with Philosopia on the brink of Chaos.

Modern Parliamentary Eloquence. By Earl Curzon of Kedleston. (Macmillan. 2.6 net.)

A clever, entertaining, and informing treatise, part of which was delivered at Cambridge as the Rede Lecture. Lord Curzon has heard all the greatest speakers, from Gladstone, Disraeli and Bright, down to the present day, and he is therefore ably qualified to speak of oratory, and to contrast it with the Parliamentary eloquence of earlier and later times. Delivered to a learned audience, the language used is simple and natural, and, consequently, wholly artistic.

Pulpit, Platform and Parliament. By C. Silvester Horne, M.P. (Hodder, 6%). Mr. Silvester Horne records here some of the activities of his last ten busy years. When first invited to take the pulpit of the Whitefield Tabernacle, the building was in debt and difficulties, and scarcely likely to become such a centre of activity as it is at the present day. Mr. Horne apologises for the personal note, but if the "1" makes a book as interesting as this, his readers will rather rejoice than cavil. Not the least interesting section is his account of how and why he became a member of Parliament.

The Burning of the "Volturno." By Arthur Spurgeon. (Cassell. 2-.)

This beautifully got-up memorial of an awful calamity has been carried out by Mr. Spurgeon and his helpers, several of whom belonged to either the "Carmania" or the "Volturno," and has for its chief aim the raising of a supplement to the Relief Fund, which has been opened at Rotter-dam, the entire profits accruing from the sale being thus devoted. Perhaps one of the most emphatic lessons of the book is that every precaution of a man may be rendered nugatory when the forces of Nature are at their strongest. The photographs, fine as they are, give little idea of what a tremendous sea looks like; for that we must turn to the rough pencil sketch drawn by Mr. G. O. Thompson. Mr. Spurgeon's book is a fine testimony to the captains, officers, and men of the two boats of which he chiefly speaks.

The Case for Co-Education. By Cecil Grant and Norman Hodgson. (Grant Richards. 5 - net.)

This is a most precise account of the various arguments for co-education; indeed, the names of its editors are a sufficient guarantee of that. One chapter gives the experience of the system in America, another the mental differences between the sexes, whilst the chapter on the women's movement approaches the question in a somewhat unusual fashion.

The Six Panics. By F. W. Hirst

(Methuen, 36 net.) The editor of the *Economist* gives in this volume a revival of his writings on the subject of Armaments, Foreign Policy. Finance, and the fike. Those who want to know the truth about the world should

travel, says Mr. Hirst in an essay entitled "Foreign Travel," not as tourists, however; they must "observe and comment," and the need of this compels the rider: "There is no reason why any intelligent person, with some means and a little leisure, should not gain enough of French, German, Spanish, Italian, or Scandinavian to enable him to read the newspapers and get along in conversation with the natives." Thus the advantages of travel cannot be shared by those who have only enough leisure for travel itself. What a pity Mr. Hirst did not tell his readers about Esperanto! Again, only a stranger to Mr. W. T. Stead could accuse him of "an irresistible desire to be the centre of a journalistic sensation" as his motive for his expose of "The Truth About the Navy."

Books Ways. By Edith Kimpton. (Ralph Holland. 2/-.)

This introduction to the study of English literature by a well-known teacher and writer has a charm which will be attractive to elder students as well as the younger folk she is presumably addressing. It is not simply an introduction, for one side by more ambitious works, and which yet give just the touch which awakens and so leads on insensibly to a desire for a larger acquaintance with our great national literature.

The Vision Splendid. By D. K. Broster and G. W. Taylor. (Murray. 3 6.)

A novel which is original in many ways, The main thought left in the mind of the reader is that no sacrifice can be too great when duty calls, for in some way or other the one desire of every character has to be given up for a duty. In the end peace results, and a happiness comes which only such sacrifices could bring. The prominent characters are a man of wealth, who takes Orders, and believes celibacy to be a duty; an English girl, who matries a Frenchman and suffers from the difference of ideals, in the end sacrificing her hope of a happy marriage in the interest of her son; the woman-friend of the husband, and several notabilities of the times when Puseyism shook Oxford to its centre. The authors have given invaluable pictures of the life at Oxford when Keble was writing. The Christian Year, and of the quiet country parsonage which was quite untroubled by echoes of the world beyond, where the useless campaign of the Duchesse de Berry was bringing misfortune and a struggle upon the daughter of the house.

The Mountain Apart. By James Prosper.

(Heinemann. 36.)
A novel that will bear re-reading. It is an interesting character-study of an up-to-date woman, and shows how ignorant a girl of eighteen can be on one of the most important questions of life. Rose Hilton at that age was part proprietor of a lodging-house. Her awakening to the realities of life dated from her presence at a per-

formance of "Rosmersholm." If truth were not stranger than fiction, one would say that the man who actually gave her her chance showed a fineness of character which was abnormal under the circumstances.

Behind the Scenes in the Schoolroom. By Florence Montgomery. Macmillan.

After many years the author of "Misunderstood" has again put her pen to the service of the children of the upper classes. She rightly says that her story a not suitable for children; it is meant for society fathers and mothers, where eften, doubtless, the children do suffer from such neglect, indifference, and miscomprehension is befalls the of the child characters of the story. Agatha and Eya Stalley, apphared of their mother, are commanded by their father, a sea esptain, at once to take places as nurse in training. commanded by their father, a sea captain, at once to take places as nurse in training, and governess in a family. The girls feel very strangly that at their age to precive orders to leave a sufficient the wirld, without any reason given, is a very arbitrary proceeding. They shely their father, and the result is sufficient for the distributions of the life to governess in the troubles of her little darges, internationally with a pleasability than the life. It is some

The Passion of Kathleen Duveen. B. I. T. M· ∃e. P.u.

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Sparks that Brood. By Nolling Lynn.

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Red Pearls. By Charles Marshill.

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course of the story. One fault the writer has—her description of flowers and the woman's beauty is given in unnecessary detail. The reader will wonder if mar riage will satisfy either of the two charac-

The Magicians of Charno. By Geoffrey Williams. Illustrated by Lady Carter. Murray. 2001

A papital book of adventure, which young people will most certainly enjoy, for the attention is held from beginning to end. Two young men penetrate into a part of South Arrica hitherto unknown, and by a difference one of them possesses a box to take, which does good service in a cross. The adventures remind one somewhat f 'King S.' m n's Mines." but the ir arrations of would and evil, one dressed in white, the other all a black, are

Peter Piper. By D. Egertin Junes. Cassell, 2s. (th.

It the style and the content hal dury device adopted in Miss Jones' novel were not so protonously girlish, this would be a man burter may be thought in the sedays. y much better novel, though in these days of outspekenness we are not altogether such by far "Peter" compromised herset with Rex and whether, it we believe so that the experimental series of the cost, it was north so much tuss, or it was believe the density it was not at 2 autor at 0 years tune the mild so pel provides. Peter was a girl of Australia we was bressel for a long time as a few to lear, a advernment. Bex like a bull the directs own similar who engages her actes offerious Apparently as ought of the second of the second of the second of the last situation of to move the revenue of the book. I went to move the revenue to the least the least the revenue to the least the same that the post move in the same to the affair. But we story is placed to a strong the same to the affair. But we story is placed to the same that the promise of n . Fetter things in it

The Milky Way. In E. Terman Jessel Hermanna .

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The Players. By > 1 lines Migray.

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The world is changing so rapidly it is small wonder that for the boy of to-day the age of romance is not only dead, but almost a forgotten memory. Just ask any boy about Henty, Marryat, Mayne Reid or Fenimore Cooper, and hear what he says. Twenty years ago their books were cherished possessions; to-day they are out of date, well nigh forgotten. Writing in the Chronicle Mr. George Edgar thus evokes the vanished boy who dwelt in a world of romance, and sets him beside his more sophisticated brother of to-day: —

"In my day we still believed in the Spanish Main and pirate ships flying the 'Jolly Roger.' When the spirit of rapine was abroad, richly laden Spanish galleons still had their decks made slippery with newly-shed blood. We had scarcely faith in the existence of the highwayman thirty years ago, but we were near enough to the reign of the coach, and the era of travel along the lonely road, to believe in such pinchbeck heroes as Dick Turpin, Moll Cutpurse, Sixteen String Jack, Galloping Dick, and Jerry Abershaw. At the same time our faith gave us confidence in the power of one Englishman to account for four 'frog-eating Frenchies.'

"Our tiniest wooden heart of oak was quite capable of dealing with three first-class frigates of the line, if they were built across the Channel, and bringing them as prizes round the coast of Dover. Most of all, we were of opinion that any soldier might determine the conclusion of a battle by his individual prowess. It was easy for the gallant here to step from the thin red line and

engage a score of dervishes at the mouth of the pistol or the point of the sword, without being exhausted, perturbed, or annihilated. In my day, judging from the boys' books, the English were indeed of the salt of the earth.

"To-day, this outlook scarcely appears in the modern boy's book, though a few of the old narratives survive as interesting examples. The change began with the rise of Jules Verne. With an insight amounting almost to prophetic vision, the great French story-teller anticipated most of our latter-day scientific and much of our mechanical development. Flying, ballooning, motor ing, mining, submarine navigation, were all pressed into the service of his romances. He anticipated with the eyes of a seer several new forces ere yet the world of men had begun to think of applying them. Jules Verne in his day confessedly set out to astonish the boy, and succeeded in doing so. He applied modern science to the old romance in much the same spirit Mark Twain displayed in applying it when he sent the Yankee to the "Court of King Arthur." More than interesting to recall is the fact that the wild escapades in Verne's books meant to astonish readers as appalling flights of imagination have be come the actual and even commonplace achievements of our own day. Scarcely a single one of his flights of fancy has not been duplicated as part of the ordinary routine of our daily lives.

"To-c'y the subjects Jules Verne made his own are the standby in boys' fiction. Leviathan warships, boats travelling under the sea, flight through the air, destruction from above, private vehicles rushing along the roads at sixty miles an hour, explosion by electricity, destruction by projectiles slung with enormous force through miles of space, all go into the stock-pot of the man who makes stories for the boys of to-day."

The modern writer of boys' tales must be stored with a marvellous amount of technical knowledge, and as for the youth himself he imbibes an immense quantity of varied expert information in his reading. "His head," says Mr. Edgar, "must indeed buzz with mere mechanical lore. The things he took on trust from Cooper, Marryat and Mayne Reid thirty years ago would not be accepted by the reader of 1914. All the old romantic puppets are dead. Photographs display the Indian as an inglorious person, wearing the white man's cast-off clothes and battered silk hats. As boys we have no respect for Zulus, for we well know a black race of people can neither be fierce nor savage if it is content to dress in cheap and crude imitation of the western dude. The whole business of the Spanish Main, galleons laden with doubloons, pirates boarding doomed vessels, decks with scuppers running blood, cannot be visualised in our matter-of-fact day. The boy de mands the modern steamship and wire less telegraphy, long-range gunnery, and destruction carried on three miles away from the conquering forces, and sees that he gets them.

"As for your highwayman, the most you can do for the minor fiction lover of to-day, is a little obscure train-robbing in the wilds of America, and he is even getting suspicious of the bare existence of the few remaining solitudes. Impossible to make the modern youth take an interest in the flight of Dick Turpin from London to York, when he knows full well the man would now be pulled up by telegraph before he reached Barnet. So we may travel right along the line.

"The boy's romance of to-day is literal, technical, tight, efficient and matter of fact. There is less blood in it and more machinery. The author has substituted technical education for the old romance

because the boy demands it. Writers who deal with the gay North Road, the Spanish Main, the running of contraband goods, and the burning of prairie homestead are swept aside and their works are regarded as impossible. Even Jules Verne is old-fashioned. The boy approaches his fiction, looking through the eyes of a professor of science, and in method is as critical as a highlytrained engineer. An examination of a selection of the books in the juvenile class produced in 1913, remembering the stories that passed for boys' fiction thirty years ago, proves more than any other comparison we could cite that the age of romance is not only dead, but almost a forgotten memory.

WOMEN OR MEN TEACHERS.

Viscount Bryce has been mourning over the English schoolboy's carelessness of learning, and his inability to display the quality of faithfulness and energy which used always to distinguish him. One of the remedies he proposes is to have more women teachers. This astonishes an American critic in the Brooklyn Eagle, who says:—

"We are a little surprised that the Viscount should couple with his criticisms a demand for a larger use of women as instructors in British schools. There is a large and growing minority in the United States, where we have a practical experience of this larger use of women, that calls for the employment of more men for the teaching of boys. It is argued by this minority that manliness, as men know it, is what boys cannot absorb from the feminine influence, that ethical standards of the two sexes are not uniform in fact as they are in theory, and that the wrestling thews that throw the world are best developed by men as teachers.

"If too little of teaching by women makes mollycoddles of English boys, and too much of it makes mollycoddles of American boys, science would seem to be astray. At any rate, the views of Viscount Bryce are of interest to all English-speaking peoples, and are bound to be stimulative of wholesome agitation everywhere."



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FINANCIAL AND BUSINESS QUARTER.

CONDUCTED BY ALEX. JOBSON, A.I.A.

Commercial Banking Company of Sydney Ltd.

The marked improvement shown in the deposits of this bank in 1913 form an interesting feature in the report for the December half-year. The deposits were weakened early in the year by over £1,100,000 by the withdrawal of the Federal Government accounts, and the reduction in the State Government balance. This sum was a very large one for any bank to make good, nevertheless this has been done, and, what is more, the total of deposits has been increased by over £560,000 to £21,150,000.

The revival of the community's ability to accumulate deposits was chiefly responsible for this growth. That ability had weakened during 1912, for money was then scarce, and the public could not afford to place its funds on deposit. In the past year, however, the tension was released, though not to an appreciaable degree. Still, it did slacken, with the result that the supply of money gradually became more plentiful. Without such reaction it would scarcely have been possible for the bank to gather in over £1,660,000 in new deposits, with which to replace the £1,100,000 paid out to the Government, and to show in addition the increase of £500,000. That the bank was able to do this speaks volumes for its prestige and the ability of its management.

Another important matter is the increase of £210,000 in the bills in circulation to £1,522,000. This, combined with the above improvement in deposits, caused a growth of £770,000 in total liabilities. This sum does not, however, represent the whole of the new money obtained during the year. In September last, a fresh capital issue of £250,000 was authorised, half payable in December and half in June next. The shareholders as a body preferred, however, to pay up at once, so that when the ac-

counts were made up there was only £24,000 outstanding of the June instalments. Altogether, the bank received during the year more than £1,000,000 of new money, and also received the benefit of £90,000 more in its reserves.

As the whole of this money went to increase the liquid assets, it would not seem that the earning power of the bank had been benefited. The power would seem to have been lessened by a reduction of £430,000 in the advances to £13,000,000, which money also went into liquid assets. But, fortunately, the bank has other sources of revenue than that earned by advances. Its exchange business, for instance, is considerable, a

source which probably had much to do

with the growth of £1,150,000 in the

liquid assets, due, the chairman said, to transference of funds from London for more profitable investment here.

* * *

One feels sure, however, that the bank has not lost much by having increased its liquid assets by so great a sum of money. The profit of £138,242 in a measure suggests this. It is over £4000 better than that of June last, and £6000 more than the previous December figure. The actual growth was rather more than

better than that of June last, and £6000 more than the previous December figure. The actual growth was rather more than this, for before arriving at the profit, £5000 was transferred to increase the "T. A. Dibbs' Officers' Relief Fund," now $\pm 15,000$. Moreover, the profit dis closed from time to time is generally accepted to be only a portion of that actually earned by the bank. The closeness of the half-yearly appropriations to the published profit suggests this. In the present case, the half year's dividend, 10 per cent. per annum, £87,500, and the transfer of £50,000 to the Reserve Fund, are within £7000 of the stated profit. It is, of course, impossible for an outsider to gauge what the earnings

were, still it is certain they must have been good, otherwise the bank could scarcely have afforded to increase its coin and bullion by 40 per cent. by £1,450,000, practically the whole of the rise in liquid assets.

It is, however, indicative of the strength and earning power of the bank that it was able to deny itself the extra profit which the investment of so much money would have been. Moreover, it proves that with the directors security ranks before profits, as of course it should do in all banking institutions. Not that this bank's position appears to need strength, but the directors, looking

into the future, probably think that the time may not be far away that financial institutions will need all the strength they can muster. A year ago, the bank was in a very strong position, but at the present time it is even stronger, for it now holds £54 of liquid assets for every £100 of liability, as against £49 in December, 1912. This is indeed a splendid proportion. The security which depositors enjoy has also been increased by the introduction of new capital, and the growth of the reserves. The joint total of capital and reserves amounts to nearly £3,714,600, which margin means that the bank holds £110 of assets for every £100 it owes to the public.

The National Mutual Life Association of Australasia Ltd.

This Company did well in its September, 1913, year. It obtained a record new business of nearly £3,650,000. It also increased its total income by £110,000 to almost £1,400,000. But what is still more satisfactory, it was able while showing this progress to reduce the ratio of its expenses to premium income by 1.18 per cent. to 17.70 per cent. A solid reduction this, for it means that the Society collected that income at a proportionate saving of over £11,000 on the previous year.

Policyholders no doubt feel pleased at the growth of new business and of mcome, but they should really have more joy in this reduction in expense. For three years in succession the ratio has fallen, the total decrease being from 21.06 per cent. to 17.76 per cent., and as the new business has now risen materially, it certainly looks as though the directors were resolved on bringing it down to the level of the leading offices. If so, then it should not be long before the Society rivals those institutions in its bonus-paying power, provided of course that the quality of its new business is maintained. At present it is certainly good. In 1913 the renewal premiums were over £60,600 more than in the previous year, because over 50 per cent, of the 1912 new business was renewed in its second year. Moreover, its cost is lessening, for the Society in two

years raised its premium income by over £122,000, while in 1013 its total expenses were £1300 less than in 1011.

The bonus-paying power of the Society is also influenced by the rate of interest carned on its funds. This is quite satisfactory, for in 1013 it was £4 15s. 11d per cent, as against £4 14s. 1d. per cent, and £4 14s. 4d. per cent, respectively, in the two years 1011-1012. It should be noted that the Society in making up the interest income, deducts the rates and taxes paid in connection with investments. Most insurance companies show them as expenses, and their interest yield is accordingly higher than it would be if this Society's method were used.

The rate earned in this case is high. So high indeed, as to suggest the assets comprise an unduly large proportion of securities not of first-class rank. As nearly £4,000,000 of the funds of £8,200,000 are in mortgages, the doubt would appear to lie with them. The Company has, it is true, other assets earning a high rate, loans on policies £7,80,000, and freehold property £840,000, but they are comparatively small. Moreover, it has £3,80,000 in Government securities, and £410,000 cash on deposit, both of which carry low rates of interest.

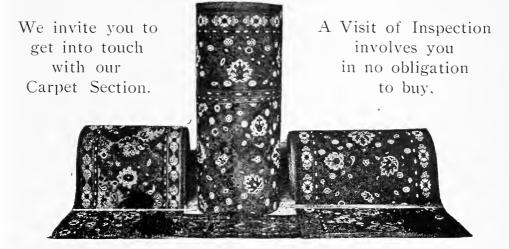
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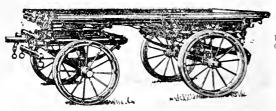
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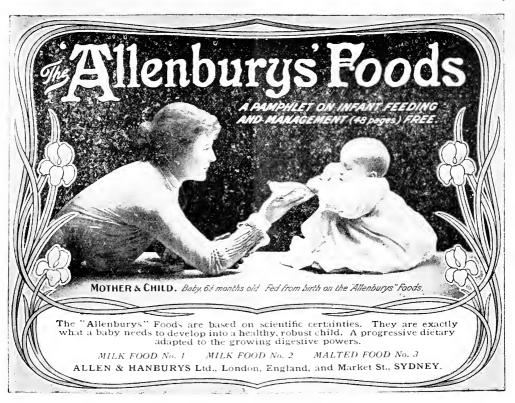


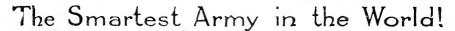
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THE OVER SEAS CLUB.





During his visit to Melbourne Earl Grey, who is a prominent member of the Over Seas Council in London, was accorded a most hearty welcome by the Club here. The Lord Mayor, as President of the branch, gave him a reception at the Town Hall, and presented him with an address of welcome on behalf of the Club, which we reproduce herewith. Earl Grey gave a brief but very "meaty speech, in which, after referring in glowing terms to his friend Evelyn Wrench, he said that the tasteful emblematic souvenir would be valued very much by him on his return to England. It would recall to him the strength and depth of affection which bound the people of Australia closely to the people of the motherland. The loyalty of Australia was known so well throughout every portion of the British Empire that he would consider

himself as almost insulting Australians if he were to dwell upon it. The loyalty of Australia to the Empire was part of our sub-conscious selves. He could tell them that the Over Seas Club has served the best interests of the Empire in Canada. Further, it had enabled them to discover the man or woman who had an Imperial heart, and who was prepared to do what he or she could do for the Empire.

"Your prosperity in Australia," said Earl Grey in conclusion, "your chance of realising your own national destiny depends on your maintaining unimpaired the strength of the British Empire,"

Mr. Alfred Deakin said a few words, after which members adjourned to the Mayor's parlour, where they had an informal chat with Lord Grey.

The Melbourne branch now numbers 3250 members, and naturally finds its comfortable club rooms far too small. Efforts are being made to secure a building in which to house the Club, and it is hoped that if this is done other kindred organisations may also make it their home.

Whilst in Melbourne Earl Grey was entertained at luncheon by the Victorian Fellows of the Colonial Institute, of which he is President. Later he presided at a committee meeting called to arrange about the formation of a special branch of the Institute in the State. His Lordship strongly urged the linking up of similar organisations rather than the creating of new ones.

Clearly though whilst both the Fellows of the Institute and the Over Seas people are working for the same objects, it would be difficult to submerge either in the other. The chief connecting link between the Fellows is the monthly magazine, "United Empire," for which and membership of the Institute they pay £1 1s. a year. The whole of this subscription goes to London, and is the irriducible minimum payable. The Over Seas members on the other hand pay an annual subscription of 5 - only, which remains entirely at the disposal of the local committee.

Still there is no reason why, if the Over Seas, easily the most alive of all the Clubs, gets its building, it should not house other organisations whose objects were the same.

As President of the Over Seas the Lord Mayor gives Admiral Patey a special welcome at the Town Hall on March

The holiday season having been in full swing during February, but few reports have reached us from distant branches. No doubt with the approaching winter work will be resumed with added zest.

The Organiser reports that the Club is growing apace, and that the membership continues to show a steady rise. He is working hard to have the new premises opened within a few months. When ready they will undoubtedly be a great boon to members of Australasian branches who visit London.





Cravel and Enquiry





DEPARTMENT.

Many people are hurrying Home during the next few months, and most of them are looking forward to seeing relatives and old friends. Not everyone, though, can afford either the time or the money for so formidable a trip; but, thanks to a clever invention, it is now quite possible for them to let their people at Home have a real idea of what they are like, let the home folks see them moving about and living their daily round in Australian surroundings.

Pathe Freres, who have brought pleasure to so many families by means of their dainty home cinematographs, have perfected a camera with which anyone can take moving pictures. The films used fit the little cinema., and can, of course, be run through any of

these instruments.

To demonstrate the value of the camera for the purpose of securing a permanent record of events, the company's operator and a little band of interested persons sallied forth between ten and eleven one morning and took, pictures of the bustling life of Collinsstreet. At four o'click in the afternoon Melbourne's busy thorong fare was shown in all its animation on a screen in the tirm's show-r om! figures were distinct and clear, in fact the film was every bit as good as those seen in the best picture theatres.

This demonstration opened up many possibilities. What valuable souvenirs could thus be obtained. Frimstance, it would be juite possible to take the scene when a bridal party was leaving the church, and show it to the participating guests themselves the same exering, and preserve in this way a notable family event for many genera-

But the most attractive of all the ideas it called forth is the bringing together of far sundered members of the same family. By using the camera it becomes possible for those in distant lands to actually see you moving about in your own home, enables them to get an idea for the first time of how and where you live, shows them hitherto unseen members of the family walking about as in actual life!

The camera itself is a somewhat costly affair, though very simple to work. But the films may be obtained without having to purchase the camera, for the company will send one down with an operator to take the pictures for you, and will supply you with the finished film for sixpence a foot. As a 40-foot film gives a very fair representation, the charge is by no means large.

Not a few of those visiting England this year will require companions, maids or nurses when they reach London. If they wish to have all their requirements carefully attended to, they cannot do better than wend their way to the Ladies' Guild, in Hanover Square. The energetic and experienced secretary will see that their wants are speedily and effectively sug-

To find a suitable pied a terre in London is by no means easy for the mexperienced Australian. There are so many hotels, such a plethora of boarding-nonses. One of the most recently opened and most up-to-date places, which caters especially for Colonial usitors, is the Orchard Hotel, situated near Portman Square. It is central, well fitted up, and has a fine table Considering the position the charges are exceedingly moderate, and there are no extras, that bane of the traveller. The nearness to the shopping entres of London and the close proxunity to two tube stations make the rotel an ideal spot, especially

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Thousands of readers will be glad to learn of a Royal Specialist's discovery, which introduces a revolutionary principle of treatment that makes many even bad cases of rupture actually curable.

This discovery—odicial particulars of which are now obtainable free—was made by Mr. Edmund Pallant, a Royal Warrant holder, and former collaborator of Sir William Jenner, Physician-in-ordinary to the late Queen Victoria and Prince of Wales.

ordinary to the late Queen Victoria and Prince of Wales.

Mr. Pallant's discovery enabled him to invent an appliance which acts on rupture in a manner almost diametrically opposed to the action of the od-style truss.

The manner in which it gives instant relief and helps in effecting complete cures of rupture is so astonishing that not only have doctors, who heretofore could only recommend an operation as a solution of the diseast their region of the diseast their regions of medical men who are ruptured. radical cure, advised their patients to wear it, but numbers of medical men who are ruptured have obtained appliances for their own use.

STARTLING FACTS FOR THE RUPTURED.

In a beautifully-illustrated cloth-bound book, published by the Pallant Rupture Institute, Mr. Pallant makes some startling revelations concerning the old methods of treating or, rather, "mistreating" rup-ture. Among other equal y important observations in this book, which can be obtained free by writing the Institute, is the statement that a large proportion of all operations for rupture are made neces-sary by the wearing of badyconstructed or ill-fitting truss.s. constructed or H-fitting truss.s. Remarkable, too, is the state-ment that rupture will often "cure itself" by healing naturally; and the book ex-plains very clearly the condi-tions under which rupture is curable, shows how ordinary trusses and appliances often make rupture worse, and min-ntely describes the new Pallant Curative Appliances



Mr. Edmund Pallant, Truss Fitter to Royalty and Founder of the Pallant Rupture Institute.

asked how he hit upon the idea of his invention, Mr. idea of his

Pallant replied:—
"It is hardly correct to say that I 'hit upon the idea.' It would perhaps be better to say that the idea was evolved. "I examined truss after truss

and found that every one of them exerted an inward and downward pressure, which indownward pressure, which decreased the tendency of ab-dominal contents to push out. This pressure often makes a complicated injury of what was originally a very simple rupcomplicated injury of what was originally a very simple rupture, and the "Paliant Appliance" is revolutionary in that it ho'ds rupture on an entirely new principle. My appliance supports rupture with an upward pressure, holding the howels up instead of forcing them outward. My experience is that the only way to cure them onlivered. My experience is that the only way to cure rupture is to hold it constantly in place with this gentle upward pressure."

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As it is impossible to give here a full description of the new invention, those interested should apply to the Pallant Rupture Institute for Mr. Pullant's book.

A huge edition of this book, entitled "The Scientific Alleviation and Cure of Rupture," has just been published. Whilst this edition lasts, the books will be sent absolutely free to ruptured sufferers and their friends.

Rupture sufferers who wish to again enjoy the perfect freedom and comfort which they enjoyed before being ruptured are especially invited to apply for Mr. Pallant's book.

The address from which to obtain the book, in a plain sealed envelope, is: The Pallant Rupture Institute Dept. 55, 24v Regent Street, London, S.W.

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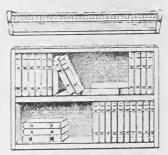
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